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PACIFIC FISHERMAN

The U. N. Fishery Pot Boils p9

Mechanization in Sacramento . . . p13

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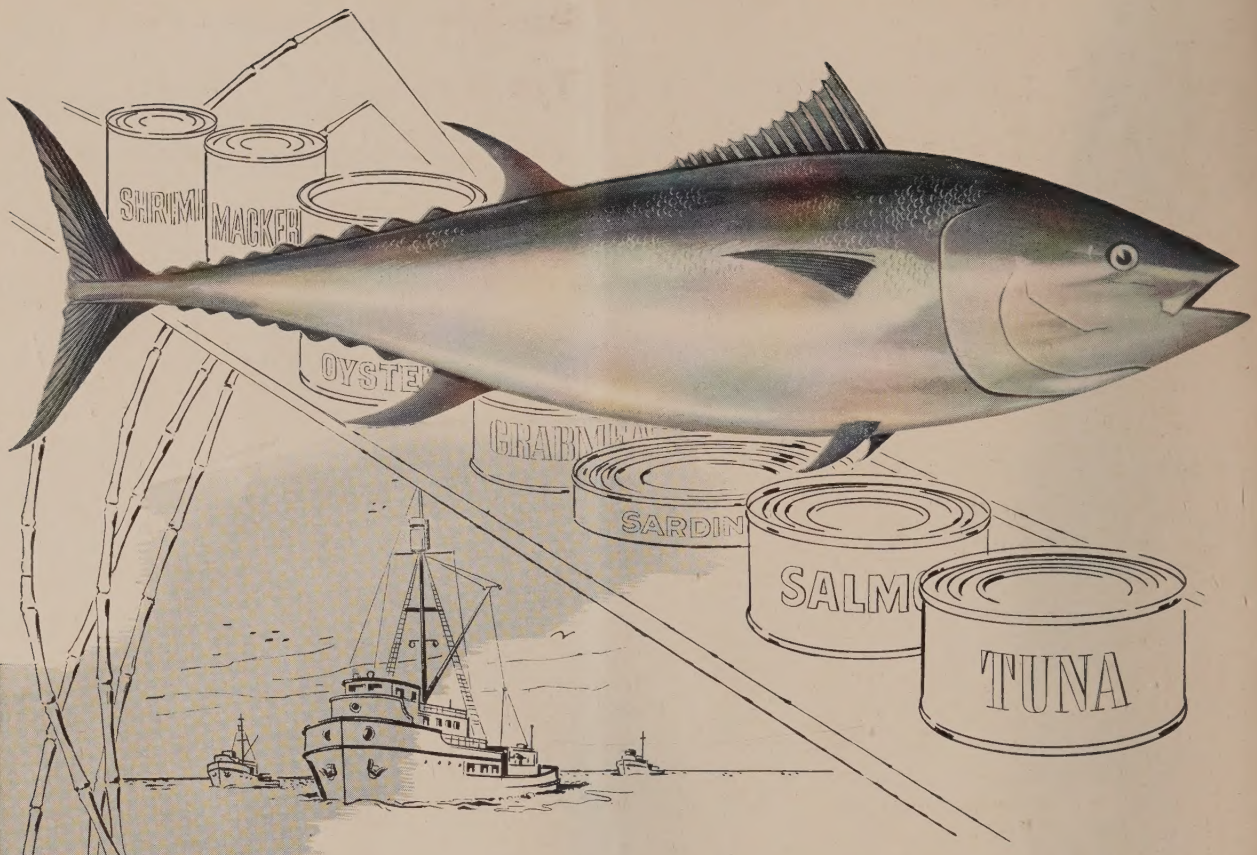

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PACIFIC FISHERMAN

Vol. 55 No. 1

JANUARY 1, 1957

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A MILLER FREEMAN PUBLICATION

Intelligence Seeks Pink Treaty for 1957 Run

● Signature of the Pink Salmon Protocol to the Sockeye Treaty between the United States and Canada occurred at Ottawa December 28. The document is identical with that agreed upon by delegations of the two countries October 25.

It is expected to be submitted promptly to the United States Senate for ratification, in order that it may be effective during the Pink salmon run of 1957.

Such ratification is anticipated without serious difficulty, because the support marshalled behind this Pink salmon conservation project represents the best thinking of the fishing industry, the sportsmen and the informed public of Washington, which alone of the states is concerned.

● Dissent has dwindled away as it became apparent that it was raised only by half a handful of individuals who hoped to make personal capital out of opposition. When it became plain just how lonely the dissenters were, even the whispering campaign became inaudible.

● Just what does the Pink Salmon Protocol do?

1. It applies the existing treaty to Pink salmon as well as to Sockeye, excepting of course that provision of the original treaty which required research for two Sockeye cycles before regulation could be undertaken.

2. It removes from the treaty the original which prevented the closing of any portion of territorial waters of either nation without closing *all* such national waters. (This clause gave rise to serious difficulties in administering regulations effectively.)

3. Permits opening and closing of fishing periods and areas, and issuance of emergency orders, without the commission securing approval of the two governments. (This is a change dictated by the requirement for prompt action to control operations in such a way as to provide adequate escapement and equal division of the catch.)

4. Requires that the commission shall, as nearly as possible in each year, allow equal division of the permissible catch of Sockeyes and of Pinks, counted separately, between the fishermen of the two nations.

5. Enlarges the advisory committee to six members from each nation, and specifies "processing" among the categories to be included; while allowing for one "at large" or public advisor.

6. Requires that the "parties", which means governments, conduct coordinated investigations of Pink salmon stocks which enter treaty waters in order to determine the migratory movement of such stocks. Within convention waters—which remain unchanged—investigations are carried out by the Salmon Commission. In the seventh year of such studies the governments will examine the results of the researches and determine what further arrangements for the conservation of Pink salmon may be desirable.

● This, in brief, is the Pink Salmon Protocol to the Sockeye Treaty. It provides a means by which the United States and Canada may fish the Pink salmon of their boundary waters under the rules of sustained yield conservation; and that they shall share equally in the catch while their scientists study the resource for its present conservation and seek the means of improved management in the longer future.

● Intelligence demands that the treaty become effective in 1957.

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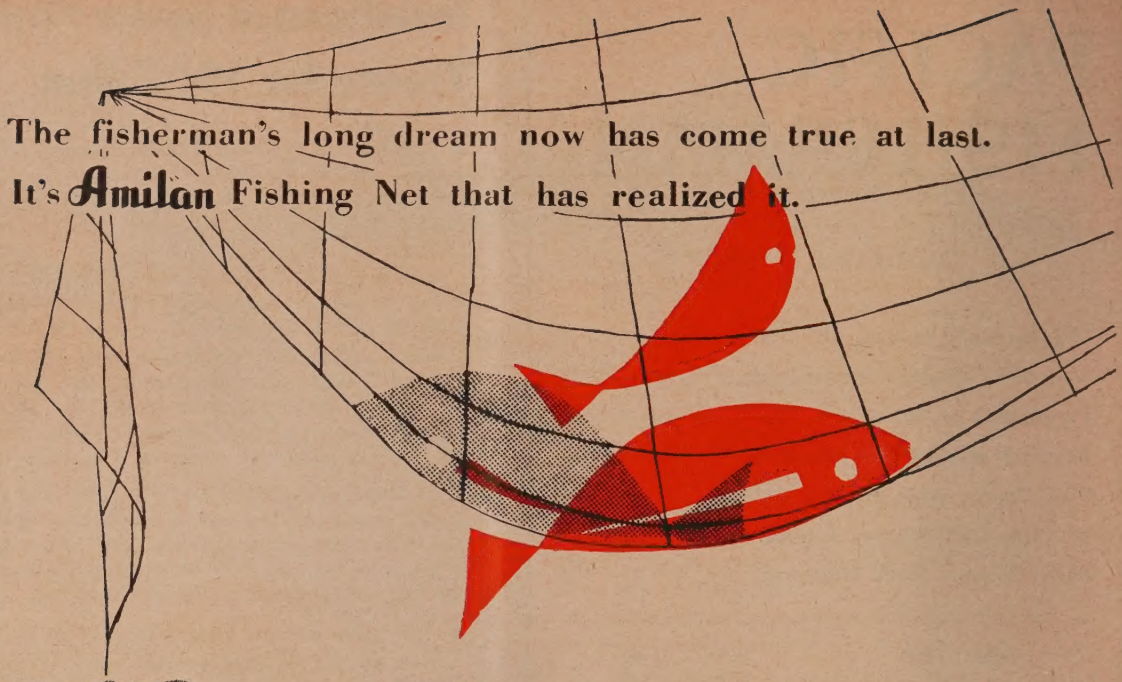

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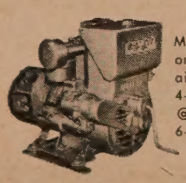

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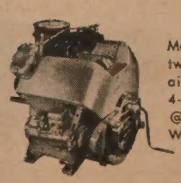

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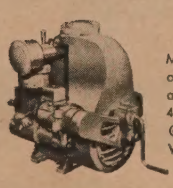

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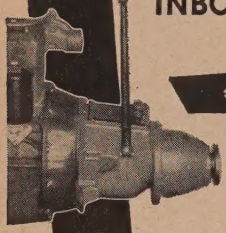

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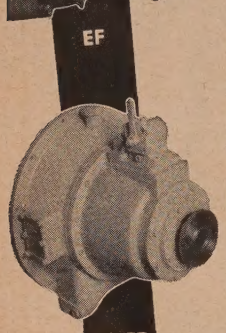

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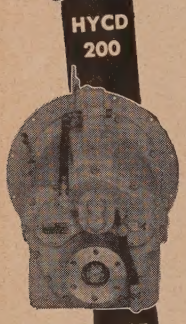

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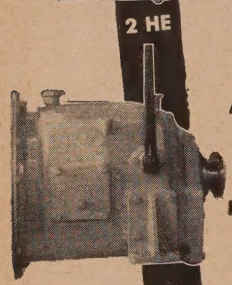

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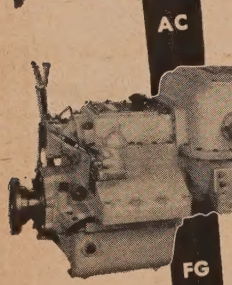

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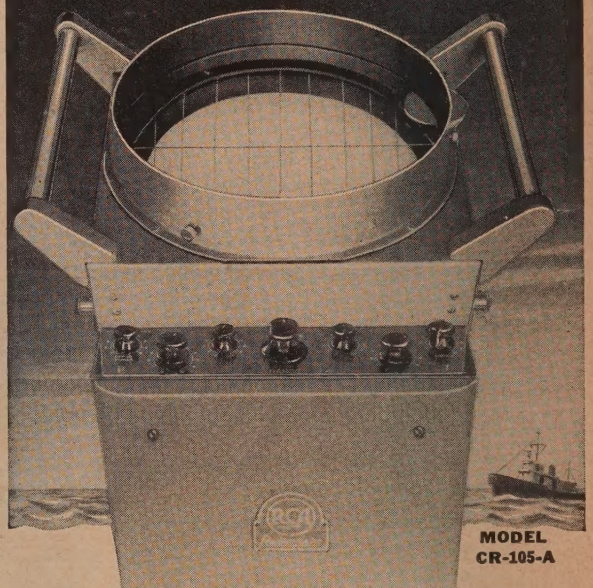

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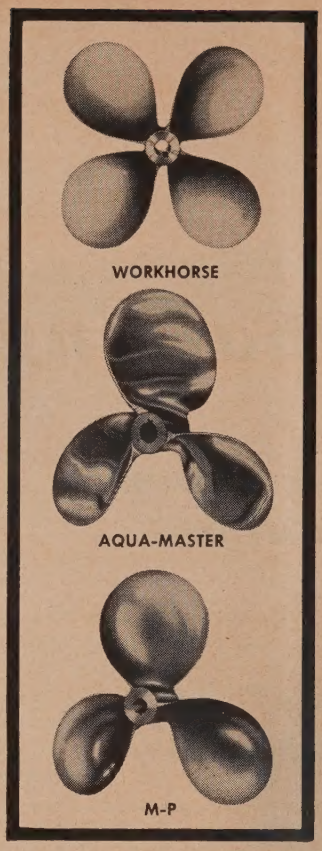

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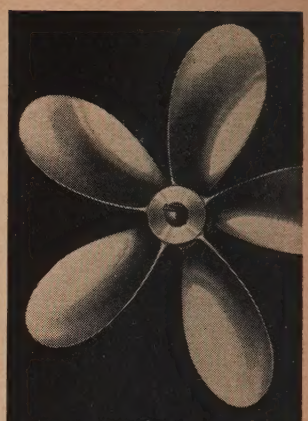

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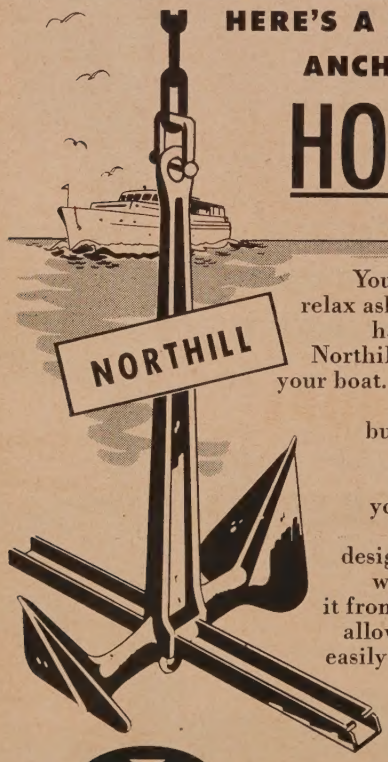

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PACIFIC FISHERMAN JANUARY 1, 1957

The Pot Boils

On the Hearth of the United Nations, Affecting all the World's Fishermen

● World fisheries affairs rose to a rolling boil at United Nations, N. Y., between Thanksgiving and Christmas as the heat of multiple controversies was foscused on the questions of freedom of fisheries on the high seas and the special rights of marine nations in their coastal fisheries.

All this sounds like a high-brow subject, but it concerns every fisherman who hauls a net or baits a hook in every nation of the world—and every person who fills a can, seals it, sells it, buys it, and eats its contents.

If there is one single subject which is of interest wherever there are ocean fisheries, this is it.

● The whole affair centers about the report of the International Law Commission, an element of the United Nations, on "The Regime of the High Seas, the Territorial Seas, and Related Matters". The ILC has been working on this subject for years, seeking through the United Nations to lay the basis of specific international law. Without going into the text of the report and its numerous implications affecting the fisheries of the world, there are two points of particular importance in the current situation:

1. The report includes: "The commission considers that the breadth of territorial sea should be fixed by international conference".

2. It says: "International law does not permit an extension of the territorial sea beyond 12 miles." Up to that limit, the ILC took no position.

Heat From Frictions

● Before the ILC report came up for debate in the United Nations late in November a variety of other factors accumulated to affect deliberations.

First, of course, there was the long-standing divergence between the views of those who hold to the theory of the narrow territorial sea, usually three miles, beyond which there is no control; those who advocate the right of coastal nations to extend jurisdiction at will, as much as 200 miles and more in the view of some South American nations; and those who hold that a coastal state by applying conservation and research to fully developed fisheries may expect other nations which have not previously participated to abstain from entering such fisheries.

Second, for many months, years even, there has been a substantial body of opinion in Canada that territorial waters should be defined as extending to a "distance of 12 miles beyond a base line drawn from headland to headland", as advocated in a resolution by the Fisheries Council of Canada last spring. It should also be recognized that this Council at the same time supported international treaties to protect, preserve and extend fishery resources beyond such limits for the "mutual benefit and welfare" of countries participating fully in such a conservation program.

Third, Iceland long has been concerned with the intensity of exploitation of foreign trawlers of fisheries close to its coast; and last summer sought to terminate its permission for the United States to operate N.A.T.O. air bases in Iceland.

Fourth, the U. S. Tariff Commission on Oct. 11 unanimously recommended to the President that the tariff on imported groundfish fillets be sharply increased because of serious injury suffered by the domestic industry from imports of such fillets. The implications of this action were acutely disturbing to Canada and Iceland in particular, for they are the principal sources of these imports.

Fifth, there were political aspects of urgency. These include both the national election held in the United States November 6 and that which will be held in Canada some months in the future.

Forces Marshalled

● With the ILC report assigned to the United Nations' Committee 6 for consideration, and with these varying viewpoints generating heat, a notable group representative of American fishery interests from the four corners of the country gathered at the U. N. in December. The group included:

W. C. Arnold, managing director, Alaska Salmon Industry;

Milton E. Brooding, chairman, U. S. Section, International North Pacific Fisheries Commission;

Charles R. Carry, executive director, California Fish Canners Association;

George Johansen, secretary-treasur-

National Policy Spelled Out

"As an aspect of national policy dedicated to fostering the security and economic growth of the United States, this nation seeks to encourage in all feasible ways the continued expansion of beneficial trade among the free nations of the world. In view of this policy, I am reluctant to impose a barrier to our trade with friendly nations unless such action is essential and clearly promising of positive, productive results to the benefit of the domestic industry in question. My reluctance to impose such a barrier is heightened in this case because the other nations concerned are not only our close friends, but their economic strength is of strategic importance to us in the continuing struggle against the menace of world communism."

— President Dwight D. Eisenhower, Dec. 10, 1956. Message rejecting Tariff Commission recommendation for tariff increase on groundfish fillets.

er, Alaska Fishermen's Union;

Dr. W. M. Chapman, research director, American Tunaboat Association;

Harold E. Lokken, manager, Fishing Vessel Owners Association;

Thomas D. Rice, manager, Massachusetts Fisheries Association;

Harry Sahlman, Florida shrimp fleet operator;

George E. Steele, Jr., director, Fishery Products Division, National Canners Association;

Charles E. Jackson, director, National Fisheries Institute;

Miss Mary Shulman, president, National Shrimp Congress;

Fred Zimmerman and *Wayne Heydecker,* Atlantic States Marine Fisheries Commission.

Arnie J. Suomela, acting director, S. S. Branch of Commercial Fisheries;

William Terry, chief, Office of Foreign Activities, U. S. Fish and Wildlife Service.

William C. Herrington, special assistant for fish and wildlife to the Undersecretary of State, together with his staff.

Following presentation of the ILC report and some discussion, the United States, together with 22 co-sponsoring nations, calling for referring the report (as recommended by the ILC) to an international conference to meet in the spring of 1958.

Sixty-plus nations, some of them entirely landlocked, made statements as to the ILC report and the proposed disposition of it.

Regardless of the flare-up which developed, it appeared that the report will be referred to the conference in 1958, and that there will be much jockeying and dealing as advantage for the various viewpoints is sought.

Canada's Stand

● Canada on December 7 fanned the coals of controversy into flame when its spokesman announced:

1. It was the opinion of the Canadian government that a three-mile limit to the territorial sea was not sufficient for proper control and regulation of fisheries by the coastal state;

2. Canada would propose extension of the zone for control of fisheries by the coastal state to 12 miles;

3. For security and purposes other than control of fisheries, Canada would continue to maintain a three-mile width for the territorial sea;

4. All fisheries within the 12-mile coastal zone would be for the exclusive use of the coastal state.

● First reaction of some American opinion to the Canadian position was that it had been taken in an effort to influence President Eisenhower's decision with respect to the Tarriff Commission recommendation on increasing the duty on fillets.

While the timing lent some support to this view, it generally was discredited by the fact that only three days later the President announced his rejection of the tariff increase. Obviously, the decision had been reached before Canada spoke. Moreover, when he did not make his decision prior to the election it was a foregone conclusion that there would be no tariff increase.

It was notable also that in rejecting the tariff increase President Eisenhower made it plain that it would be his policy to "encourage in all feasible ways the continued expansion of beneficial trade among the free nations of the world."

He left little doubt that this would be done even though the policy might at times impose hardship upon some segments of the American economy.

What Does Canada Intend?

● This question as to the intentions of Canada and their seriousness has been widely discussed. That the action has some political implication is not to be doubted.

That Canada will drive hard in support of the position is questioned by British Columbia fishery representatives generally.

The Fisheries Council of Canada, which advocated a 12-mile limit last spring, in an official statement from its headquarters in Ottawa seemed to doubt if it was likely to come about soon. This release says in part: "Fishery implications are not the most important ones to most countries when they determine their position on this question." And again:

"Canada, speaking solely from a fisheries point of view, would be in a difficult position if it attempted to proclaim a 12-mile limit without general international agreement being reached in the United Nations in favor of such a limit. We are members of seven international commissions which are concerned with fisheries conservation. . . . It would not be realistic to expect that we could flout international feeling by insisting on a 12-mile limit and, at the same time, continue to receive the full cooperation of other countries in the work of these international commissions. And that work is vital to the future of our fisheries."

Where Will It Lead?

● Canada's position drew no favorable expressions from the United States, officially or from industry sources.

Policy of the United States is tied tightly to the narrow territorial seas. To this traditional point of view has been added acceptance of the Principle of Abstention, as developed in the International North Pacific Fisheries Treaty.

At first glance the Canadian advocacy of the 12-mile control over fisheries by the coastal state might be interpreted as an elaboration of the Principle of Abstention. American opinion generally, however, at presstime was inclined to feel that such a 12-mile zone would be taken as a substitute for the abstention principle, and thereby would impair or destroy it. Under this thinking, the nation which extends its control over fisheries beyond the limits of its territorial sea might be considered as surrendering its right to expect abstention of other nations from fully exploited fisheries for whose sustained yield it has conducted research and controlled the fishing of its nationals.

● Comment by American observers from the several sections of the United States is that rarely, if ever, has opinion of elements of the American fishing industry been more nearly unanimous than that expressed in opposition to the Canadian proposal.

Harold Cary, general manager of the American Tunaboat Association, left, presenting the organization's gift—a beautiful silver tray—to its retiring president, **Edward Silva**, at the annual meeting at San Diego in December.

What's the 1957 Outlook? "Hopeful", say Tuna Men

● The American Tunaboat Association held a most successful annual meeting in San Diego, December 12, an all-day meeting. In addition to discussion and comments on the current state of the tuna industry—which boat owners and Association managers feel has a more hopeful outlook for 1957—a new board of directors is announced.

This board will, in turn, elect a new president to take over the very fine work done by Edward Silva during the past year. Skipper Silva is managing owner of the *Santa Rosa* and the *American Lady*. Clarence Fernandes is skipper of the "Rosa" and Ralph Madruga of the *American Lady*.

The board of directors: M. O. Medina, Wade Ambrose, Sam Crivello, Joe Madruga, Sverre Jangaard, Joe S. Rogers, Frank Gonsalves, O. J. Hall Jr., Arthur DeFever, Stafano Massa, Frank Perry, Edward Silva, George Alameda, Joaquin Canas, F. W. Szalinski, John Zolezzi, Machado Medina, Manuel C. Neves, Ralph Madruga, John Ghio, A. D. Madruga, John Rippo, Edward Varley and Manuel Simas.

One of the most interesting phases of the meeting was the display and commentary by Harold Cary, general manager of the American Tunaboat Association, of skillfully executed graphs in color by George and Patritia Mattson, based on the statistics prepared by the staff of the ATA.

These graphs concerned the imports of frozen tuna from 1947 through available statistics for 1956; California bait boat catch and index for a similar period; for a period approximately 1947 and on, tuna and bonito "supplied for U.S."; sales of canned tuna and bonito in the U.S., on the same basis; sizes of the U.S. tuna fleet as compared to that of Japan; progressive graph of the catch of Yellowfin, Bluefin and Bigeye by the California fleet; and a graph illustrating the production of tuna from the East and West Pacific.

The agenda for the annual meeting included a review of tuna production and the California fleet's share of the market.

Three of the most important items discussed under the heading of "bait boat fleet" was the capacity of the bait boats from Southern California, which, because of losses in the fleet and transfers to foreign flags and operations, has been greatly reduced, with not enough replacement of new boats to build-up productive capacity.

Selling methods of tuna were discussed, and association activities such as the postponed hearings by the Federal Trade Commission; marketing agreements; membership; services; foreign affairs; territorial waters jurisdiction; general legislation; research; and the contemplation of adding rooms to the existing building.

Japanese Tunaman Finds Good Atlantic Fishing

Good tuna fishing, marked by a remarkable percentage of Albacore, was encountered by the Japanese longliner *Sagami Maru*, fishing this winter in the eastern Atlantic off the big bulge of Africa.

First reports received from the vessel after she reached her Atlantic prospect area said that her test operations had been successful from the start and that she was averaging 12 tons of tuna daily, better than in the Indian Ocean fishing which preceded her shift to the Atlantic.

In contrast to the experience in equatorial waters of the Pacific and Indian Oceans, where Yellowfin predominate in the catches, *Sagami Maru* reported that the catches off Africa saw Albacore the most plentiful species. Moreover, the Albacore were unusually large, exceeding in size those which the crew had previously seen in other waters of the world.

Nez Perce Dam Would Destroy Chinook Run

Last hope of preventing destruction of the spring Chinook salmon run to the Columbia River would fade with construction of the proposed Nez Perce Dam on the Snake River below the confluence of the Salmon.

Testimony to this effect was presented before the Federal Power Commission recently by James H. Cellars, executive secretary of the Columbia River Salmon and Tuna Packers Association.

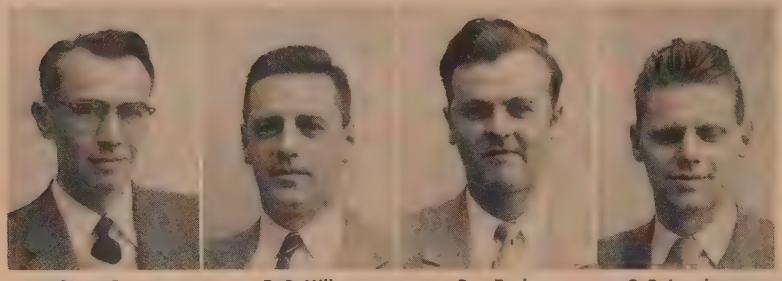
The high dam contemplated at the Nez Perce site would block the main stem of the Snake below the Salmon and Imnaha Rivers. Biologists now believe that the Salmon River is the primary spawning home of the remaining Spring Chinook races of the Columbia.

Monterey Waterfront Suffers From Fire

Another building on Monterey's cannery row burned to the ground in a spectacular blaze Thanksgiving night. Destroyed in the fire was the half block long San Carlos cannery building which housed a branch of National Automotive Fibres, Inc., and one end of Peninsula Packing Co.

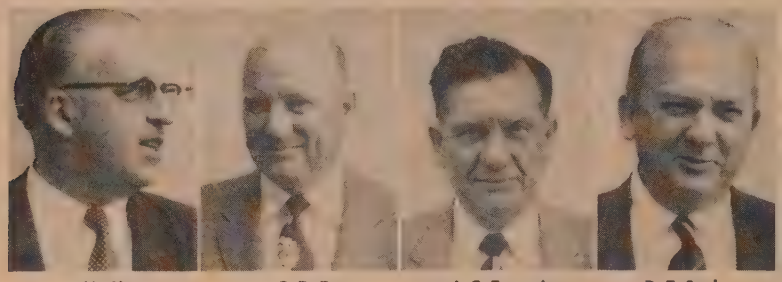
Cause of the blaze was not determined though it was thought to be from defective wiring. The fire spread with such suddenness firemen said there never was a chance of saving the building, the biggest one on cannery row. All of the loss in the fire was reported to be covered by insurance.

Canadians and Californians at the Tri-State Meet



Stuart Furney | D. F. Miller | Don Taylor | C. R. Levelton

Mr. Furney and **Mr. Miller** represented the Fisheries Association of British Columbia. **Mr. Taylor** was a delegate for the International Fishermen's Union; and **Mr. Levelton** represented the Canadian Department of Fisheries as an observer.



W. M. Chapman | C. D. Day | J. C. Tarantino | D. T. Saxby

The four men in the lower row represented different California points of view, **Dr. Chapman** that of the American Tunaboat Association; **Mr. Saxby** and **Mr. Day** that of California fish canners; and **Mr. Tarantino** that of the California salmon processor.

Tuna Industry's Skirmishes With Government Extended

● Hearing of the Southern California tuna industry's answer to charges brought by the Federal Trade Commission is now scheduled for March, at a date not yet set.

December brought this second postponement of the hearing, when canners, boat-owners groups and fishermen's unions will have a chance to respond to the allegations made against them and their practices.

General attitude of the industry is well expressed in a recent issue of Star-Kist's *Gill and Quill* publication thus: "Purchasing large quantities of an unpredictable raw product such as fish requires the establishment of buying methods which are not directly comparable to those employed by other industries. Any activity of this company in the area of raw fish purchasing has been conducted within the lawful limits governing the usual relationships between buyer and seller.

"We are confident that a thorough investigation of these practices will confirm that this company has not engaged in practices in purchasing fish which are contrary to law."

● Southern California's canned tuna industry has another "to do" on its memo pad: an appeal from the recent ruling of the U.S. Customs Court which by a two-to-one decision dismissed a suit brought by the tuna canners attacking the constitutionality of the trade agreement laws under which the government has negotiated cuts in the tuna tariffs.

The decision was based on the government's claim that laws affecting tariff rates can be protested only by a manufacturer or processor of a product which is "identical or similar" to that imported.

Domestic canners pack two types of tuna, according to the Tuna Research Foundation, tuna in oil, the major pack; and tuna in distilled water. The latter has been considered for sometime to be a dietetic pack. However, there is a trend toward using what has been termed, for temporary identification, a "vegetable broth", which some canners of tuna are using for grated chunk packs.

The appeal of the Southern California tuna industry points out that imports from Japan consist almost entirely of "tuna packed in water and salt, or brine".

Charles R. Carry, executive director of the California Fish Canners Association, Terminal Island, says: "It would appear that the majority decision of the court draws a fine line between tuna packed in distilled water and tuna packed in water and salt."

Mr. Carry further states that: "Ignoring the similarity of the two packs has made it imperative that we appeal, since this decision is practically an invitation to the Japanese tuna canners to flood the American market with tuna canned in brine. For this reason we have instructed our attorneys to proceed."

The case will go to the U.S. Court of Customs and Patent Appeals.

● Pursuing further statistics on the production and canning of tuna, Mr. Carry has stated that more than $35,000,000 has been paid by Southern California canners to San Pedro and San Diego fishermen for raw tuna during the first nine months of 1956. The Tuna Research Foundation reports that this tonnage is the highest since 1951, when 135,496 tons were delivered by the domestic fleet to the Terminal Island and San Diego canneries.

Mr. Carry is quoted: "Three fishing fleets — clippers, purse seiners and Albacore boats — combined for the total catch. Broken down the clipper fleet landed 90,000 tons (for the first nine months); purse seiners 27,000 tons and Albacore boats, 14,000 tons. . . .

"It is interesting to note that raw imports for the first nine months of this year dropped 10,000 tons over the similar period in 1955.

"Sales are at an all-time high, with a movement of more than nine million cases from Southern California canners anticipated before the end of the year. . . . Coupled with the banner year in fishing and canning is the fact that tuna in the retail store is currently the cheapest it has been since World War II."

How Meredith

Planned Mechanization

Into its New Plant

● A disastrous fire would be looked on by some people in the fish business, or the mouse trap business for that matter, as a death blow to all their plans and hopes for the future, but to J. Lloyd Turnacliff, head of the Meredith Fish Co., Sacramento, Calif., a fire that completely destroyed his plant meant a chance to rebuild just the way he wanted it, and had dreamed about having it.

The fire was the hard way to do it, but Lloyd has his plant just a year after the fire, and into it he has put some of the clear headed thinking that has made him a leader in the Pacific Coast fish industry.

"You remember the old plant", Lloyd told a *Pacific Fisherman* editor, "small working areas, all chopped up; pillars here, pillars there; no means of using mechanical transportation around the plant efficiently. Well, the flames fixed all that, for sure'."

Checking the Glaze on a Palletainer load of frozen halibut. On the right, Lloyd Turnacliff, president of Meredith Fish Co., then Emil Saccani, assistant manager; and Bill West.

● As soon as the debris could be cleared away the creation of a modern, mechanized fish processing and distributing plant was under way. In fact, Lloyd seized the opportunity and built *two* plants — one a processing plant, and the other a distributing plant. It was actually the distributing plant that has been erected on the site of the old Meredith Fish Co. plant, and the processing plant is just around the corner—an entirely new building.

The new processing building is 150 x 50', with the roof insulated with Fibreglas, and the walls covered with Johns-Manville Flexbond to withstand moisture and steam. Here crabs are packed and frozen, mild cure salmon packed. At the back of the building there is not only a railroad siding so that freight cars can be unloaded, but also a concrete ramp or slab so trucks coming in with salmon from Fort Bragg or Bodega Bay can back right up and unload. The mild cure splitting tables are well lighted, and there is a special room for storing mild cured salmon in tierces. The room is 40 x 35' and is cooled with a 4 x 4 Frick ice machine to zero or 10°.

For icing boxed fish there is a North Star ice machine with a 5 x 5 Cyclops compressor. Fish are handled in boxes on Clark two-ton fork lifts, and are brought to an ice distributing system via these fork trucks.

● One of the main products of Meredith Fish Co. are brine frozen whole cooked crabs, packed under the "Ocean Beauty" brand. The crabs are cooked, placed in metal palletainers trucked to a brine freezing tank, placed in an iron basket, and lowered with the use of power operated hoist into the brine freezer. This is equipped with coils, and a circulating pump keeps the brine moving. Cooling the brine are both the Frick and the Cyclops ice machine. The brine freezer has a capacity of some 1,000-lbs. per hour of crabs.

After freezing, the crabs are glazed and placed in polyethylene bags before being packed six to a Fibreboard Products, Inc., shipping carton and trucked to the distributing plant for low temperature frozen storage.

As mentioned above, what is now the distributing plant is on the site of the old Meredith Fish Co. plant. This new building is insulated also, and electric fans are provided over each outside doorway to keep flies out during hot weather. AirLec automatic door openers and closers are fitted on all cold room doors so that workers may open or close doors without getting off their truck. A Quincy air

Power Handling—In the new Meredith Fish Co. plant, on the left, an electrical geared hoist picks a Palletainer of frozen fish from an electric truck for dipping in the glazing well in the floor. In the right hand view, Bob Carley uses another type of electric truck and Palletainer to collect a mixed order of packaged items in a frozen storage room. The steel pallet baskets are used for multiple purposes.

compressor provides air for opening and closing the doors.

Flake ice is provided by a North Star ice machine, which delivers the ice into removable bins. These bins are picked up by fork lift truck and taken right to where the boxed fish are waiting to be iced. Clark Power Worker electric lift trucks are used to move palletized boxes of sea foods around the distributing plant.

● It is in this plant that salmon is glazed and frozen. The glazing room is a sort of vestibule for the sharp freezer. Salmon are packed in Palletainers, wire baskets, steel-legs and hold about 1,000-lb. of salmon or 800-lb. of halibut. Via Power Worker the Palletainers are taken to the glazing pit which is built into the floor, and they are lowered with Yale & Towne power hoist into the glazing water. They are given three dips to be sure they are covered. Some 10,000-lbs. of fish can be glazed and quick frozen in the 40° below zero sharp freezer.

The Palletainers are stacked 4 high by an electric MoreLift fork lift truck under the coils on the 14′ ceilings. For these salmon, halibut, shrimp, and crab meat, there is a bulk storage holding room 64 x 44, with six-foot aisles for easy access of Powerworkers and fork lift trucks.

Racks to hold the merchandise are made of channel iron, and the seafoods are stacked in an orderly fashion so that orders may be filled easily and without unnecessary shifting of Palletainers or cartons around.

Holding room temperatures are 0° to 5° above. Another holding room, 60x30′ is used for holding packaged fish and fish sticks, and there is a salt fish room for holding that commodity 24 x 20′.

No Hands — Frozen salmon in Palletainers, stacked four-high in frozen storage by a fork truck, typical of Meredith labor-saving devices.

There is a modern fish steaking room, where the steaks fall off from a Butcher Boy saw right on to a stainless steel conveyor belt. Passing through an automatic glazing machine the steaks fall on to a packing belt and table, at the far end of which is a Toledo scale for weighing them.

Refrigeration in the distribution plant is supplied by a Wolf-Lind 6½ x 6½ compressor; two Cyclops 8 x 8 machines, and a Cyclops 3 x 3. There is also a Rotovane booster compressor.

Bill Eardley Tops NFI Nominations Committee

William C. Eardley of Eardley Fisheries Co., Seattle, in December was appointed chairman of the National Fisheries Institute's nominating committee, which will have a lot to do with determining who will direct the affairs of the NFI during the 1957-8 year.

Serving with him on the committee of seven members are two other Pacific Coasters, E. A. Ruthford of the San Juan Fishing & Packing Co., Seattle; and Bryce B. Florence of Henry Dowden & Co., San Francisco.

M. Abe, Pioneer Japanese Fish Packer, Passes

Death came in November to Mitora Abe, 73, virtual founder of the Japan Canners Association, and for more than 50 years a factor in the Japanese canned fish business. He succumbed to a heart attack.

He entered employment of Sale, Frazar & Co., British Far Eastern food products trading firm, in 1900 and continued with that firm until 1928. At one time in the late '20s he was sent to Southern California in connection with the first shipments of frozen tuna to America for canning; and later in 1933 he again visited the United States on a mission for the Japanese tuna industry.

He had been virtually retired since 1948.

Partnership in Fisheries

-- A Speech that Was Never Made

By
DONALD L. McKERNAN

Mr. McKernan is Administrator, Alaska Commercial Fisheries. The article printed here is the major portion of a paper which he was to present at the annual meeting of the Association of Pacific Fisheries in Seattle November 27. Mr. McKernan was prevented by weather from reaching Seattle, but has kindly made his paper available to this journal.

● The partnership of fisheries and government in Alaska is an arrangement dictated by necessity, in which government as well as industry has exacting and grave responsibilities. Government must muster, as industry does, the kind of leadership to carry out its part of the bargain, and I might add, without the measure of economic gain which parallels success. It must assemble a staff of scientists and technicians capable of assimilating the facts and knowledge about the fisheries. Government must not only know of the habits and biology of the fish, but it must know the industry and its problems; economic, competitive, and operational. Else arbitrary and impractical regulation binds fishermen and operators, government must assume the responsibility that goes with authority; it must act wisely, fairly, and decisively to insure the maximum harvest consistent with perpetuation of the runs.

The fishing industry, carrying out its role of harvesting, processing, and distributing the wealth of the sea also has an equal responsibility to conserve the resource. Of greatest importance is the role of industry in making sure a strong, wise government agency is in control. While industry must be competitive and may not agree on many of the aspects of their own operations, they must band together as a single voice to insist that their government partner is competent and is conservative of action. The industrial leader of today must know a great deal more than his own economic problems; he must be able to judge whether or not predictions and decisions both he and his competitors are going to live with are based upon sound scientific logic and are practicable. He must be generally aware of the principles of good fisheries management and population dynamics.

● If industry is to assume its majority, it must see that its fishery agency is devoid of politics and unwise pressures. "Ballot box biology" must be avoided. Emotional appeals or strictly economic regulation must not be thrust upon government as valid conservation measures.

By working with government; by being alert to signs of improper government actions; by insisting that partisan political pressures have no place in the conservation of our fisheries; and by realizing yourselves that a small economic loss today to conserve the fisheries, is money in the bank in years to come, industry will be assuming its proper role as a partner with government in the harvest of our fishery resources.

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There are many signs that both industry and government are beginning to provide their share of this kind of leadership. The canning industry, some 10 years ago, realizing

Alaska Board Finds 1957 Proposals Generally O.K.

● General approval — save for major exceptions in the case of area licensing and salmon traps — was accorded by the Alaska Fisheries Board to the proposed 1957 Alaska Fishery Regulations prepared by Donald L. McKernan, administrator.

Through its director, Clarence L. Anderson, the board has informed Arnie J. Suomela, acting director of the Bureau of Commercial Fisheries, of its reactions to the regulatory proposals.

The Alaska board makes a number of suggestions on regulatory matters, which include:

"Wherever more effective types of gear are legally fished, the less effective types should also be allowed" . . . "Definitions of all legal types of gear should be included in the regulations" . . . "Salmon traps in Alaska should be eliminated . . . In any event, trap leads should be required to have openings during closed periods" . . . "Prohibit the practice of fishing multiple gear."

Supporting its opposition to area licensing, the board offers regulation of gear, fishing time and fishing area as preferable means of controlling intensity of effort. It approves for Bristol Bay the regulation of fishing time according to the amount of gear fishing; and suggests "serious study" of the uses of purse seines and seiners of unrestricted size in the Alaska Peninsula area.

For the Kodiak and Southeastern areas in particular the board supports the theory of long fishing seasons, broken by extended weekly closures timed to provide escapement from the most productive portions of the runs.

● King crab suggestions are quite extensive. To protect crabs during the soft-shell stage, recommendation is made for field closure on the basis of four districts in the Kodiak area. These would be the Afognak, Kodiak, Alitak and General districts.

Relaxation of the King crab pot limit on Cook Inlet is proposed.

Members of the Alaska fisheries Board are: Kenneth D. Bell, Fairbanks, chairman; J. H. Wakefield, Port Wakefield; Robert C. Kallenberg, Dillingham; Nels E. Nelson, Ketchikan; Albert Munson, Kenai.

that something was amiss, financed basic scientific research into the biology of the Alaskan salmon. The The Fishery Research Institute under the inspired leadership of Dr. W. F. Thompson had really a two-fold task during its inception. First, the industry needed to know whether the regulation of the resource was the best that scientific knowledge could provide; and second, independently, what facts about the life of the salmon could be learned which would aid in arresting the alarming decline in the resource.

In retrospect now, this move by the Alaska Salmon Industry was elementary. If we are not recovering from an illness with the advice of one doctor, we should and do get independent advice from another. Undoubtedly, the greatest advance in fisheries administration since the International Halibut Treaty with Canada was this innovation of industry sponsored salmon research on salmon. And who was better qualified to lead such research but W. F. Thompson, one of the pioneer scientists of the Pacific Coast with two outstanding successes behind him in halibut and Fraser River research and management?

In addition to the scientific advances he and his colleagues have made, perhaps his greatest achievements have been to translate scientific knowledge into understandable terms and to apply these terms to fisheries conservation. By his very presence, however, he has also stimulated the scientific achievement of government scientists beyond their normal capacity.

● Both organized fishermen and cannery operators have worked on a national level to impress upon the administration in Washington and Congressmen the critical status of Alaska's fisheries. Our national leaders are beginning to respond and as a result the administration of the Alaska fisheries was reorganized almost 2 years ago after careful investigation by a highly qualified specialist from outside the federal service. The Alaska fisheries reorganization embodied two major changes. It placed greater responsibility at the local level and of equal importance it placed the research arm under the direct supervision of the Administrator in Alaska.

Your local Congressman have been active and while research funds are still woefully inadequate, help seems in sight. Wise and helpful policy decisions laid down in Service headquarters in Washington, D.C. have been implemented under close and critical scrutiny of fishermen and operators.

I view the future with optimism. I see an enlightened and stimulated government being given a mandate by Congress and, behind Congress, by the public to rehabilitate the fisheries of Alaska. I see an industry of both fishermen and operators with their shoulders to the wheel helping to achieve a common goal of maximum sustained harvest of fish. If we, industry and government, are to achieve complete success, this harvest must be supplied our citizens in the most desirable form and at the lowest cost to provide the greatest benefit from our fishing resource.

I can pledge you our dedicated interest, our continuing service, and our utmost cooperation in an all-out effort to rebuild this vast resource, to replenish the raw supply of salmon to re-open the numerous closed canneries, and again provide a living wage for the 25,000 fishermen and workers dependent upon Alaska's fisheries.

Gene Murray Will Guide Salmon Men Another Year

● Standing at the crossroads of reorganization designed to broaden its base and sharpen its effectiveness, the 43-year-old Association of Pacific Fisheries Nov. 27 drafted E. E. Murray for a second term as president, to run through the year which is expected to see the completion of the rehabilitation studied and devised during his first term.

Charles D. Alhadeff's report as chairman of this special study committee put 3.4 million cases as the probable support base for the anticipated expanded organization.

Mr. Murray's staff for the year will include four vice presidents, in order thus: A. W. Brindle, T. F. Sandoz, S. M. Rosenberg, Aubin Barthold.

Newly elected as trustees were S. G. Tarrant, William S. Jensen and Jack Brennan. They succeed A. W. Wittig, Frank Wright, and the late E. E. Willkie. Trustees re-elected were: G. P. Halferty, Leo Kreielsheimer and Aubin Barthold.

● Northwest Branch of the National Canners Association, a primary element of the association's interest and concern, came in for much discussion, as it recently moved into new quarters in Seattle, which Guy V. Graham characterized as "the House that Murray built." The branch's activities, now consolidated, are directed in inspection and laboratory aspects by Walter Yonker and Dr. G. Ivor Jones.

Necessity for realistic approach to industry problems of cost and market, fishing pressure and necessary conservation control, ocean fishing and international competition, were emphasized by W. C. Arnold, managing director of Alaska Salmon Industry, Inc.

● International aspects of the salmon situation were discussed for the meeting by Milton E. Brooding, chairman of the American Section of the International North Pacific Fisheries Commission, and Edward W. Allen, a commissioner, who was commission chairman last year. Mr. Brooding reviewed the progress and pattern of the North Pacific research problem; while Mr. Allen emphasized particularly the implications of the International Law Commission report currently before the United Nations and the possibility that its acceptance might seriously compromise the United States' traditional policy with respect to fisheries and the high seas.

The struggle to save a margin of independence for commercial fisheries in the reorganization of the Federal service, and to keep the sport fish and wildlife interests from capturing strategic command was reported to the convention by George Steele, manager of the National Canners Association Fisheries Division.

G. P. Halferty, who conceived the need for salmon industry support of a stream conservation program several years ago; who stimulated the association to undertake the task; and who personally carried the load as chairman of the Stream Conservation Coordinating Council, told the association of the interesting and effective work which has been pressed, and the results it has yielded.

● To Dr. E. D. Clark, who for so long headed the staff of the association and the Northwest Branch together, was honored with a handsomely illuminated scroll as a "tribute to his wisdom and integrity and his distinguished contributions to food science and the technology of food preservation."

PACIFIC Fisherman's NEWS

JANUARY
1957

How Fleet, Industry, Science And Government Cooperate For Research on Handling of Tuna

A comprehensive coordinated research program is under way to investigate improved methods of handling tuna aboard the fishing vessel. Fish are handled both by standard commercial practice and by modified procedures designed to increase quality, and detailed observations are made of practices aboard the fishing vessel.

This investigation is a collaborative one between the tuna industry and government. The experiments and observations aboard the tuna vessels are carried out by funds provided by and arrangements with the California Fish Canners Association and the American Tuna Boat Association.

Saltonstall-Kennedy Funds are employed by Fish and Wildlife Service for the basic studies on brine-freezing shoreside studies at the Philip R. Park Research Foundation and on the chemistry of tuna pigments at the Food Technology Department of the University of California.

The Seattle Fishery Technological Laboratory of Fish and Wildlife Service is detailing personnel to arrange and supervise in cooperation with commercial tuna canneries the preparation of canned fish and the sampling of the raw and cooked products for study in the laboratory.

Laboratory analyses are carried out for salt content in the Berkeley, Calif., laboratory of National Canners Association; for rancidity tests at the Sea Foods Laboratory of Oregon State College at Astoria; and for freshness tests at the Philip R. Park Research Foundation.

Over-all coordination of the program is carried out by the Seattle Fishery Technological Laboratory with the aid and advice of an industry advisory committee.

The experimental samples from the studies at sea are landed in southern California and canned in commercial tuna canneries. Representative samples of both the raw and processed fish are then examined and analyzed chemically to determine the effect of handling and freezing variables on the product. Simultaneously, small-scale shoreside brine-freezing experiments are getting under way to increase knowledge of the basic principals involved. Other basic studies on the chemical nature of pigments in tuna and their reactions and changes during processing are also being carried out.

To date experiments have been carried out on two trips of a tuna clipper. The second batch of experimental fish were landed the last week in November. Tests and examinations of the samples are now being carried out in the various laboratories participating in the program.

Seiner Suffers Fire

The purse seiner *Sea Ranger* out of San Pedro, was damaged by fire in early December while docked near Fishermen's Wharf.

December Albacore Flurry Stirs Fleet

The Monterey Bay Albacore season came to life again early in December. A few boats fishing 150 to 200 miles out in the area between San Juan seamount and the Farralones reported fish in good numbers. Boats began to stream up from the south, where fishing had been poor, and within a few days a sizable fleet was on the grounds. Several skippers had tied up for the winter but on hearing the news they made haste to join other boats in the late season fishing.

Familiar voices were heard over the air again. Among them were Gerald Smith on the *Rebel*, Jim Brandenburg on the *Anita Jean*, Art Johnson on the *Rose Marie*, Leroy Herrington on the *Peso II*, Lloyd Myking on the *Ragnar M.*, Roy Myking on the *Ellie IV*, Lonnie Suggs on the *Hey Mama*, Trygve Hamlot on the *Marie H.*, Jim Barbeau on the *Luwella*, Gus Laine on the *Elvira*, Kenny Anderson on the *Western Skies*, Joe McAlpin on the *Bonita*, Mike Schroeder on the *Mandy*, Dick Wirta on the *Seawolf*, and Johnny Sponorich on the *Barbara*. Other boats heard were the *Spirit, Agnes II, Aquarius, Sherman, Blue Seas, Daisy Bell, Hispanola, Sawyer, Harmony, Norma B.* and *Sandra Lynn*.

Latest reports indicated fishing was holding up well. Catches of 100 to 200 fish a day were frequent and skippers were delighted at the prospect of a Christmas bonus.

Swan Ohman Is Still Incapacitated by Injuries

Swan Ohman, Portland agent for the Alaska Fishermen's Union, who was seriously injured in an automobile accident last fall, is still incapacitated, although gradually recovering.

Mrs. Ohman also suffered severely in the same accident.

John Storkersen currently is serving as acting agent of the Portland branch.

Japanese Clipper Lost

Seiju Maru, one of Japan's finest tuna clippers, specially designed to fish the Indian Ocean, went aground off Borneo in November on her "unlucky seventh" trip and became a total loss. She was built at the end of 1954.

A 700-ton vessel, she was carrying a cargo of 420 tons of tuna when she was lost. Her crew of 37 men was rescued by a passing British steamer.

S. F. Crab Catch Heavy As Winter Season Opens

Plenty of crabs, and big ones, marked the late fall opening of the Central California season. At San Francisco the boats hit heavy catches from the very start. This factor, coupled with heavy carryover of crabmeat, dropped the price promptly to 12c per lb. ocean run for legal crabs at San Francisco.

A.F.U. Policy Committee—Meeting in Seattle in December, front row, from the left: Oscar Ericksen, Mickey Heath, Abe Lehto, Oscar Rodin, John Storkersen, Henry Gruntman. Rear row, from the left: Rasmus Mikelhaug, George Johansen, Swan Lundmark, Jack Wood, William Lehto, John Heinig.

Pink Salmon Treaty Wins Positive Backing of A. F. U.

● Ratification of the Pink salmon amendment to the Sockeye Treaty with Canada in time for it to be effective during the biennial Pink salmon run of 1957 received firm, positive support in mid-December from the Policy Committee of the Alaska Fishermen's Union, meeting at the Seattle headquarters.

Other A.F.U. policy actions affecting matters of broad interest to the fishing industry may be briefed thus:

1. International Law Commission proposals for rules on the fisheries of the high seas are acceptable if, but not unless, the "principle of abstention" is included without equivocation, and the provisions for arbitration are freed of danger to the rights of American fishermen and the cause of conservation.

2. Research under the International North Pacific Fisheries Commission is making excellent progress; and its continuance offers the most effective means of arriving at a solution to the problems of applying true scientific conservation to the salmon resources

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of the North Pacific.

3. Alaska Fishermen's Union agrees that it is necessary to control off-shore salmon fishing, which is considered incompatible with effective conservation.

The Policy Committee affirmed the previous position of the A.F.U. with respect to the proposed 1957 Alaska fishery regulations, which were considered broadly acceptable, but which were sharply opposed on two points. In these the union contends strongly against the "no-man's land" between the Naknek-Kvichak and the Egegik districts on Bristol Bay; and the practice of a one-man boat in that area being permitted to fish as much gear as a normal two-man craft.

The Policy Committee consists of agents and delegates from the several branches, as follows:

San Francisco: Abe Lehto, agent; William Lehto, delegate.

Portland: John Storkersen, acting agent.

Bellingham: Jack Wood, agent; Oscar Rodin, delegate.

Ketchikan: Oscar Ericksen, agent; Mickey Heath, delegate.

Seattle: George Johansen, secretary-treasurer; Swan Lundmark, assistant secretary; Henry Gruntman, Rasmus Mikelhaug and John Heinig, delegates.

Crab-and-Gillnet Successes Build Others

Seattle Shipbuilding & Drydocking Corporation has two 34' x 10' x 5'6" combination crab and gillnet boats under construction as the result of the fine performance of two similar Edwin Monk-designed boats built by the yard.

The new boats will be powered with 88-hp. Allis-Chalmers diesels equipped with 3 to 1 Capitol hydraulic reverse and reduction gears, turning 30" x 16" Olympic propellers. The engines were supplied by the Pacific Fishing & Trading Co., Seattle.

Albina power take-offs drive the Vickers hydraulic motors and pumps used with the crab winches and gillnet reels. Other equipment includes Goodrich cutless rubber bearings, Apex batteries and Neptune stoves.

Last year's boats were the *Ingrid*, owned by Casimar Lucin, Everett, powered with a 130-hp. Nordberg Tarpon gasoline engine; and *Agnes B*, Jack Bjerkvik, Seattle, with a Series 4-51 General Motors Detroit diesel.

CHANGE OF ADDRESS: Please send notice of change of address to Pacific Fishermen's News, 500 Howard St., San Francisco 5, Calif., as early as possible, and include both old and new address, plus zone number at new address.

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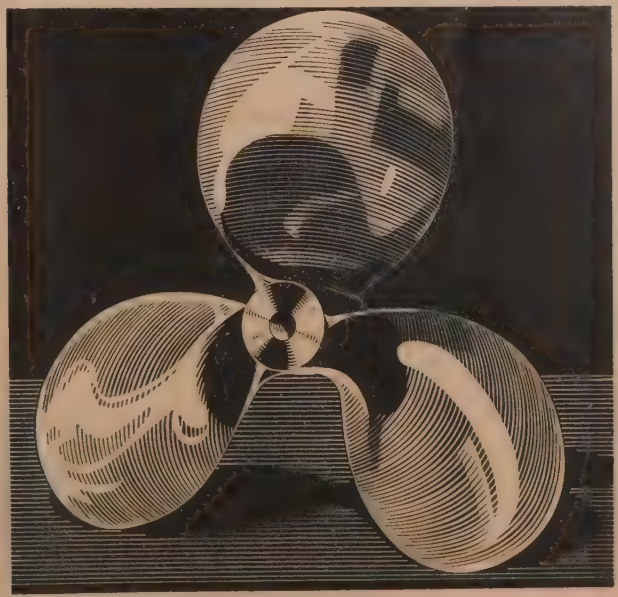

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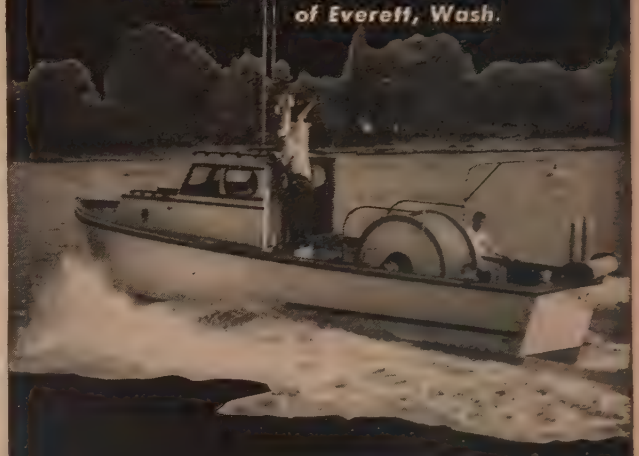

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Uniform Troll Season Controversy Brings Boundary Waters to a Boil

● Friction of fisheries controversy in the boundary waters of Canada and the United States brings them near the boiling point in the matter of seasonal treatment of King salmon trolling.

No resentment sharper in the fisheries than that of the Washington trollers who are shut-out from fishing off Cape Flattery until April 15, while the Canadians from right across the strait have no season whatever. They fish when they please, and the fish they catch come into the Seattle market while the American fleet is tied-up.

That's the stuff of which bitterness is built, and the Pacific Marine Fisheries Commission meeting in San Francisco this winter gave it an opportunity to erupt.

Moreover, the protests were backed by evidence that there were troll salmon caught off the Cape last spring by American trollers and delivered to Alaska for shipment to Seattle to catch the high prices built-up by scarcity in the closure.

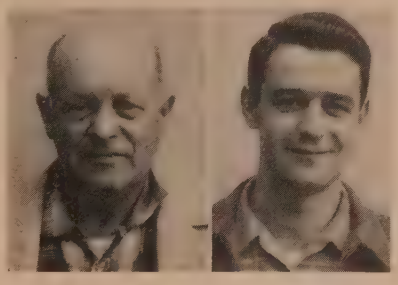
● The April 15 opening for King trolling in Washington and Oregon was applied first in 1956. Previously the opening had been March 15, and a return to this date is what the trollers of the Fishermen's Cooperative Association, 1,100 of them, are asking — maybe *demanding* would be a better word.

What prompted the change? The marked decline in the Fall Chinook

S. Wadsworth R. Wadsworth

run to the Columbia River, which has suffered severe depletion since 1948. This race of fish has been shown by marking and tagging to provide a substantial portion of the troll King catch northward from the Columbia River to Southeast Alaska. For its rehabilitation, biologists a year ago recommended curtailment of the fishing pressure to which it is subjected by shortening the spring season and adding weekly closures to the river fishing. This was done in 1956. Continuation of the program was recommended for 1957 by the Tri-State research staff, speaking principally through Robert Schoning of Oregon, Jack Van Hyning of Washington and Eldon Hughes of California. They were strongly supported by Columbia River operators with Floyd Wright as spokesman.

The attack on the April 15 troll opening was led by Bert Johnston, manager, and Harry McCool, vice president, of the Fishermen's Cooperative Association, Seattle; and they had heavy support from Senator Francis Pearson of Washington; David Krueger, who fishes the *Aurora* out of Berkley; Carroll Wadsworth, who trolls



C. Wadsworth Dave Krueger

the *Sandra Jo* from Anacortes; plus a number of others; and plus a resolution from the Pacific Northwest Fisheries Association.

● Prime plea of the objectors was for uniformity. They did not oppose a closed season as such, but they didn't want it closed to them when their competitors from across the line or Alaska were free to fish.

Bert Johnston put it this way:

"We are not satisfied that the closure has accomplished anything for conservation. It has done nothing save to divert fish landings elsewhere. Oregon, California and British Columbia trollers did well this season. We lost-out and had a poor year while they waxed fat. Why? Because we were closed during one of the year's best trolling months.

"What troll salmon conservation needs today is uniform all-coast program or control."

From Harry McCool:

"The 1,100 trollers for whom I speak do not deny that the Columbia River Fall Chinook run is in trouble,

Bert Johnston H. V. McCool

but you can't cure it this way. The April 15 closure on a section of the American fleet won't do it.

"You ignore the effect of the sport fishing industry—and I use "industry" advisedly.

"No closure of trolling which does not apply to Canadian fishermen will be effective for conservation."

● Canadian comment on the matter came from Mike Canic of the International Fishermen and Allied Workers Union of B. C. He spoke thus:

"Our industry has been in the dark on much of this controversy. We have not been told that you found the lack of uniform trolling seasons such a bitter handicap. We Canadians are willing to consider any American proposals which will contribute to harmony and conservation if we are informed of them."

Acting on this point, the Tri-State Commission, working through the U.S. Department of State and the Canadian Foreign Ministry, will seek a basis by which the regulation of the troll salmon fishery in waters near the international boundary can be handled on a concurrent basis with the control measures of the two countries coordinated informally and without necessity of an international treaty.

Pending such discussion, the Tri-State Commission voted to continue the April 15 opening for the 1957 season.

Although still inclined to feel that the opening should be restored to March 15 until an arrangement was reached with Canada, spokesmen for the Puget Sound troll fleet seemed inclined to accept this temporary arrangement, which they counted as a long stride forward toward the sort of coastwide uniformity they have been advocating.

● California trollers found a lot to interest them in this argument over

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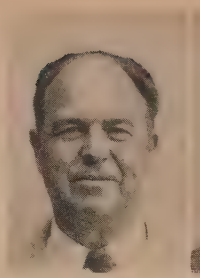
Erwin Baker

E. A. Davisson

uniform opening, for their date of May 1 is also out-of-line with the rest. They filed a request—not acted upon—that the California troll opening be made uniform with that for Oregon and Washington.

This group included Dave Krueger, who fishes the *Aurora* out of Berkeley; R. F. Wadsworth and S. S. Wadsworth, who fish the *Paul C.* from Moss Landing. (They are brothers, by the way, of Carroll Wadsworth of Anacortes, who was also active at the meeting.) Erwin Baker of the Salmon Trollers Marketing Association of Fort Bragg and E. A. Davisson, fishing the *Steelhead* out of Oakland, were others keenly interested in the matter of uniform troll seasons.



J. A. Aplin

A. J. Conger

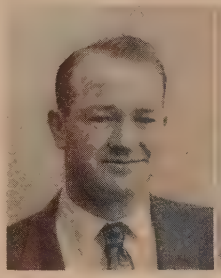
How Pioneering Paid-Off For Trawl Fleet in 1956

● North Pacific trawling registered remarkable success in several slants in 1956.

Item: Washington draggers landed the biggest catch of English sole in history, principally from heavy concentrations of fish found in February and March in the sector from Umatilla Reef to Destruction Island. Moreover, sampling indicates to biologists that a good year-class of English sole is now coming into the fishery, which bears bright promises for the future. What caused the sharp increase in available stocks? Can't say for sure, the biologists report; but it *might* be the result of the increase in minimum mesh size for trawls a couple of years ago. The little fellows which were able to escape through those meshes may be the big ones which made up the bumper catch of 1956.

Item: True cod in the last three years has come to be the leading item in Puget Sound trawler landings. These fish, which make-up one-third of the Washington fleet's catch, are increasing in the landings, and possibly in abundance.

Item: Deep water fishing for Dover sole was prosecuted successfully off the Washington coast in the early spring for the first time in 1956. Previously, this fishery had been confined to the summer months, and also to relatively shallow waters, 50-60 fathoms. In March, 1956, Astoria draggers found Dovers in the "Willapa Deep" offshore about midway between Grays and Willapa Harbors. The fish were taken in large quantity from water 180 to 380 fathoms. The fish were in spawning condition, which raised a question as to whether the population properly should be fished or conserved.



D. L. Alverson

J. Westrheim

Who says all this? It was part of the reports made by D. L. Alverson of the Washington Department of Fisheries and Jurgen Westrheim of the Oregon Fish Commission's research staff at the San Francisco meeting of the Pacific Marine Fisheries Commission.

How Fishing For Mink Feed Increases Draggers' Shares

● Whole fish to the amount of 14,000,000 lbs. were sold for mink food in Oregon alone in 1956, Jurgen Westerheim, Oregon biologist, told the Pacific Marine Fisheries Commission at its recent meeting in San Francisco.

A strong contributor to this volume in 1956 was turbot, known in California as arrow-toothed sole, which supplied 4,000,000 lbs. of the total. In previous years this species had not been acceptable to the fur breeders, but research at the Oregon State College showed it to be superior for mink feed, opening the way to utilization of a resource which previously had been wasted.

Breakdown of the Oregon mink feed landings into species showed in 1956:

Species	*Percent*
Turbot	20
Dover	12
Rockfish	33
English	4
Rex	13
Petrale	1
Miscellaneous	7
	100

The rockfish in the table included 18 *different species.*

J. A. Aplin, California biologist, reported that turbot, sablefish and hake were the principal species sold there for fur feeding. In the north, hake is not acceptable.

Difference of opinion on sales of whole fish for fur feeding was apparent between the Puget Sound and Columbia River trawl fleets.

Nick Kulgis, manager of the Fishermen's Marketing Association, Seattle, declared against permitting the use of any rockfish, and no species marketable for human food as feed in the fur business.

A. J. Conger, Astoria, recommended for the Oregon fleet that Pacific ocean perch and red and black rockfish be added to the food fish list and forbidden in animal food selling. He said that the practice of boats owned by fur interests fishing exclusively for mink feed had resulted in wasteful practices and had impaired conservation.

"U.S. Republic" Lost While Fishing Sardines

Fourth recent loss in the purse seine fleet of San Pedro occurred Dec. 10 when the *U.S. Republic* went down about 20 miles southeast of Point Dume. All crew members were saved. Early reports state that the 55-footer, with registered owners Anthony Bozanich and Matteo Legrande, was fishing with the *Shani Girl*, which was built in Newport Beach. The boat was reported to have had about 40 tons of sardines aboard.

U.S. Republic was built in Newport Beach in 1945. Clayton Marsh was skipper.

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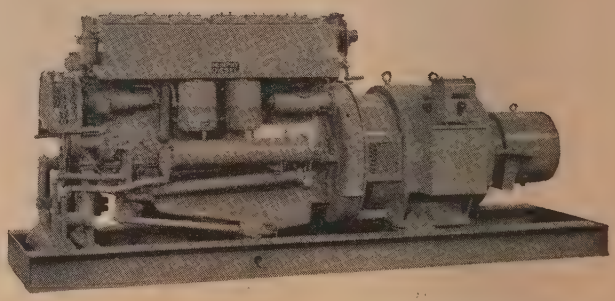

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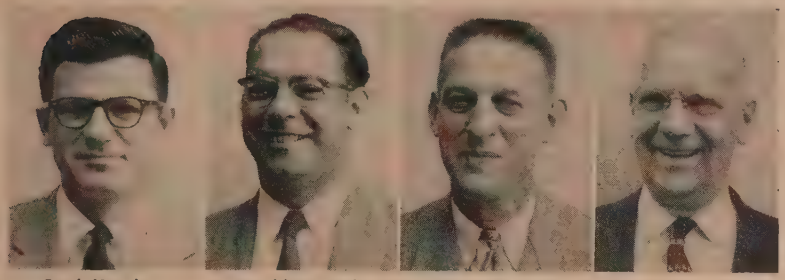
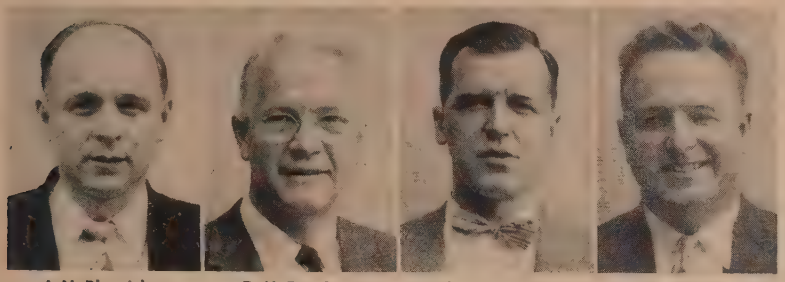
Eight Men Interested in High Seas Salmon Problem



Garth Murphy | Gerald Howard | Walter Brown | C. L. Anderson



J. N. Plancich | D. H. Fry, Jr. | C. N. Burner | Hans Jensen

Mr. Murphy is chief biologist of POFI, whose researches extend north from Hawaii until salmon are encountered. **Mr. Brown** was the primary advocate of ocean gillnetting for salmon at the Tri-State meeting in San Francisco. **Mr. Anderson** is territorial director of fisheries in Alaska, whose off-shore waters are closed to salmon netting. **Mr. Howard's** interest is that of a Tuna Commission biologist.

Mr. Plancich, general manager of the largest Puget Sound salmon canner, was keenly concerned with Canadian concurrence. **Mr. Fry,** California biologist, said ocean gillnetting would make it impossible to maintain that state's salmon resource. **Mr. Burner** reported on the U. S. Bureau of Commercial Fisheries' high seas studies. **Mr. Jensen,** Washington biologist, is assigned specially to a study of ocean net fishing for salmon and its effects.

Off-Shore Fishing Control Stalls on Lack of Agreement

• International-level discussion of control of ocean net fishing for salmon had not been initiated between the Department of State and the Canadian Ministry of Foreign Affairs to the end of the year.

Nor did it appear likely that such talks—proposed by the Pacific Marine Fisheries Commission—could be expected until the Pacific states or the national government reached a definite conclusion as to the American position on this matter.

The states sought such a position at the San Francisco meeting of the Tri-State commission at the end of November; but were able to come-up only with a request that the State Department start a conversation without knowing what the states would find acceptable.

December discussions of control of high seas netting of salmon produced a growing conviction that Southern California's lack of interest, or actual opposition, made it improbable that the state would support control or closure at the present time, whether through state legislation, congressional action, or international treaty.

Faced with this probability, advocates of immediate control of high seas netting of salmon were believed at presstime to be examining the possibility of asking the legislatures of Oregon and Washington to grant authority to their state fisheries authorities to prohibit or control such fishing by their citizens, or the landing in the states of fish so caught.

Such legislation would suffice to control the problem during the 1957 season, they contend, without committing the states to as inflexible a program as that involved in national legislation or an international treaty.

SAN PEDRO SEINE SETS

• JOHN F. PARACHINI, field manager, Pacific area, for Radiomarine, was in the Southern California area in late November and visited with Wayne Helfer of the Wilmington office. . . . Mr. Parachini has his headquarters in San Francisco. . . . It is understood that *E. S. Lucido,* purse seiner, has received a small business administration loan, as has the *U. S. Republic,* in which Tony Bozanich has a partnership. . . . Tom Troma, who is skipper of the *Tommy Boy,* formerly the *St. Aniello,* was recently married. . . . Ben Mattera has married Shirley Buratavich. He is skipper of the *Fortress.* . . . Jerry Kaloper is a grandfather—father is Steve and the grandson is Steve, Jr. . . . Barney Marinkovich, skipper of the *New Sea Rover,* has just returned from his second hunting trip in the High Sierras.

ANTHONY DI LIVA of the *San Antonio IV* is the father of a third daughter. . . . John Resich is now in partnership on the *Jo-Ann.* . . . Luka Alafetich and his wife returned recently from a tour of the United States by car. . . . Roy Cootes of White Motor Company, Terminal Island, Superior and Atlas engines, is the fiance of Sylvia Ina Tipich, daughter of Mr. and Mrs. Martin Tipich of San Pedro. . . . Mrs. Gilbert Van Camp Sr., working with Mrs. Robert Lambie, conducted a fashion show, showing the latest design in furs, with funds going to the City of Hope.

GERONIMO, which collects specimens for Marineland—the boat was formerly a commercial fishing boat—is now using ARK plastic floats, supplied by Marine Hardware Company through T. V. Carter Company in Long Beach. . . . the floats are 3x2½ x⅝ and are described as "split-tapered". . . . T. V. also has a supply of "regular" Arks, 4x3¾. . . . supplied, also, from Marine Hardware. Gerry Lee Marinkovich, daughter of Mr. and Mrs. Dinko Biazevich will soon become the bride of Tom Kucura, a San Pedro fisherman. . . . Rebacca Thomasian, who has been one of the editors of Star Kist's company publication, has resigned to return to her home in Boston because of illness of her father. . . . she was a food technologist in the Star Kist laboratory. . . . Star-Kist is equipping an in-plant cafeteria for its employees in the big Plant No. 4.

TONY BOZANICH, fleet manager for Pan Pacific Fisheries, has entered the real estate business in San Pedro. . . . a versatile chap, that Tony! Andrew Noceti, 69, retired fisherman, died recently in San Pedro. . . another

"Fast-handling, trouble-free, smooth-operating

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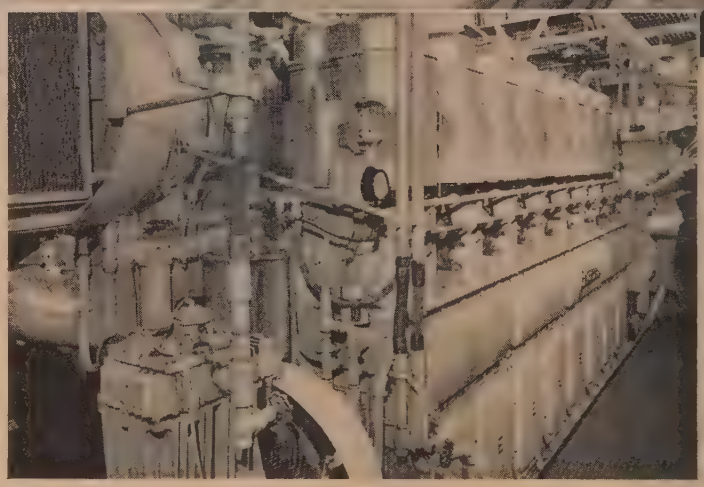
Says Captain HUDNALL HAYNIE, skipper of the PARRAMORE BANKS since her commissioning in May of 1955. Powered by a big Enterprise Turbocharged DMG-38, rated 800 at 400 RPM, this steel-hulled fishing boat is the most recent addition to the Fish Products Company fleet.

The "Parramore Banks," shown with several of her sister ships at the Lewes, Delaware dock of Fish Products Company, is owned by Smith Enterprises, recognized as the largest fishery operators in the world. Of their 27 menhaden boats, 19 are powered by Enterprise Engines.



Second Engineer Earl Davis, pictured at the controls of the 8-cylinder Enterprise. When the fish are running the engine is often worked 15 to 22 hours a day, 7 days a week! This means that the speed delivered by this engine of about 12 knots or better, plus its trouble-free operation, are all-important.

"The engines in fishing boats take a beating," states Captain Haynie, veteran skipper of 27 years. "We do as much backing and filling as most tug boats. Much of this is in picking up the purse boats that carry our nets, sometimes as often as 10 to 12 times a day.

"This is a tricky business on an open sea. It takes a quick-handling engine that delivers the speed and direction we want—when we want it. Sometimes the lives of the 25 men in those purse boats depend on that. Within a few seconds after I signal, the Enterprise Engine switches direction. No hand-winding of cams into position for change of speed or direction. The Enterprise is completely automatic... simple and easy to operate.

"Space can also be a problem on a fishing boat," comments Captain Haynie. "The Enterprise we've got on board is at least 25% smaller than engines of equal HP which I used 10 and 15 years ago. That means an increase in our carrying capacity... and our earning power."

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retired fisherman is dead at the age of 77 in San Pedro, Steve Kaloper, who when he left the industry was part owner in the *Majestic*. . . . he was a native of Yugoslavia. . . . Mrs. Matt Bodul has been installed as "captain" of the Fishermen's Cooperative Association auxiliary. . . . the new "crew" includes Mrs. John Kunich, Mrs. Andrew Kulgis, Mrs. Michael Thomas and Mrs. Paul Biazevich. . . . ceremonies were conducted by Mrs. Anthony Nizetich. . . . Wayne Garrett of Standard Fisheries, and his wife, recently returned from a trip to Honolulu, reaching there by Matson line and returning by air. . . . the stock of Industrial and Marine Engines, Wilmington, was reported ready for auction in late November.

W. O. Riley M. Edmunds

PETRALE PROTECTION-- Yields Friction in Fleet

● Petrale protection in the spawning deeps off Washington and British Columbia is still a point of bitter controversy, due largely to the fact that Canadian regulations impose no restrictions on British Columbia fishermen — although they have not fished the deeps to any serious extent as yet.

Notwithstanding, the American fishermen, and particularly those based on Puget Sound, resent the closing of any season on their operations which does not apply equally to the Canadians.

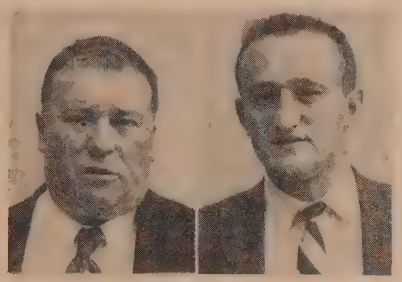
At the Pacific Marine Fisheries Commission meeting D. L. Alverson of the Washington Department of Fisheries scientific staff reported that in 1956 the state's catch of Petrale sole was down to 4 million pounds, an all-time low, and this in spite of the discovery of the Esteban Deep. He said that research supported the belief that the decline was due primarily to over-fishing; and that the stock had received few recruits in recent years.

Homing Sole

● Tagging studies reveal a remarkable homing tendency of mature spawners to the Esteban and other deeps discovered off the coast. Fish tagged there in the early spring evidently disappear entirely, some being taken far away, generally north; but tagged individuals will reappear in the deep catches the following spring, again in spawning condition.

The extraordinary homing of a marine fish to a deep dimple in the sea is one of the intriguing aspects of recent North Pacific biology.

Pressure on the Esteban petrale population was shown by the declining catch. From the discovery of this population in 1953, landings rocketed to 1,017,000 lbs. of Esteban petrale in 1954, then down to 732,000 lbs. in 1955 and to 372,000 lbs. in 1956. This latter figure does not include an estimated 170,000 lbs. of petrale which was illegally landed in 1956, or wantonly dumped at sea because catches exceeded the 6,000-lb. tolerance per-



Nick Kulgis Mike Canic

mitted per trip.

The Tri-State Commission research staff recommended continuance of the February 1-April 15 closure on petrale landings, with the 6,000-lb. tolerance limited to two trips per month or equivalent period.

This proposal was bitterly contested by the Puget Sound fleet, but 11 Oregon boats petitioned for it, with the addition of a 5,000-lb. limit of landings of Dover sole during this same spawning period.

Nick Kulgis, speaking for the Puget Sound dragger fleet, which had supported the Esteban closure a year before, declared it had served no good purpose, as the fish had been taken anyway and the excess above the 6,000-lb. limit dumped. Effective coastwide closure, including Canada, would be necessary to protect the deep-spawning petrale, he declared.

No action was taken on this petrale season by the Tri-State Commission, except to recommend to the states of Oregon and Washington that they agree upon a program which will apply effective protection.

● Uniform closure of trawling in the interest of conservation is one of the three points which the 3-State Commission will discuss with Canada through the Department of State.

Only a thin veil obscured a threat which Mike Canic, Canadian fisherman, uttered when the matter of U. S. tariff on fillets was raised. He said that any rise in the American tariff on fillets could be expected to result in Canadian action to extend the Dominion's territorial waters to a width of 12 miles, measured from a base line drawn from point-to-point along the coast.

● Keenly interested in the discussion over petrale protection—although not directly concerned, were two of the advisory groups, W. O. Riley of the Fishermen's Marketing Association, Eureka, a California advisor; and Mark Edmunds of Garibaldi, Ore., who is not only on the Oregon advisory group but is also a member of the national advisory committee on the Saltonstall program.

Midwater Trawl Gains By Design Improvements

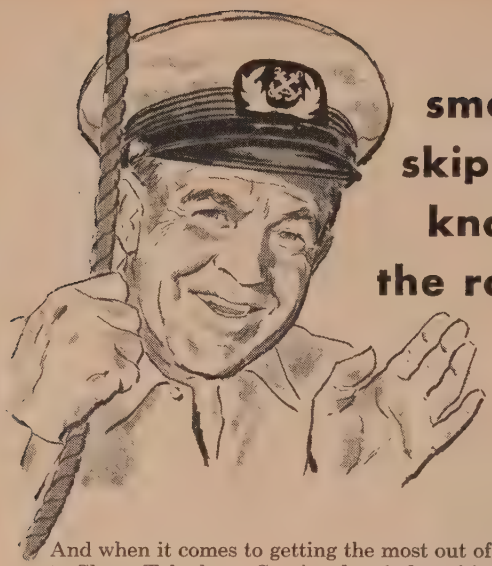
At least two new advantages are being claimed for modifications recently effected in the midwater trawl adopted for the herring fisheries of British Columbia as a result of studies by the Fisheries Research Board of Canada.

Developments in design permit the net to be operated from single gear trawlers, putting the trawl within the economic range of relatively small type vessels. A new type of otter board permits trawling both in midwater and on the bottom without damage to the gear.

W. E. Barraclough of the Fisheries Research Board, who has been in charge of the midwater trawl development, said that recent fishing from the chartered boat *Phyllis Carlyle*, a single gear otter trawler, had proved successful in taking herring from midwater depths down to within two fathoms of the sea floor.

W. W. Johnson, in charge of fishing operations on the *Phyllis Carlyle*, said tests were hampered by an unusual delay in the appearance of herring in the Straits of Georgia this year, but that sufficient evidence has been gathered to show that the net can be operated efficiently.

The new midwater trawl is a four-sided net, having an opening of 30'. A combination of aluminum alloy trawl plane floats and newly developed hydroplane floats ensure that the net never touches bottom, thus preventing damage from fouling on the sea floor.



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By PETRALE

Door Slammed on Prospects Of More Halibut Retention

● The International Pacific Halibut Commission has recently issued a report on "The Incidental Capture of Halibut by Various Types of Fishing Gear". The report, authored by F. Heward Bell, associate director, leaves little doubt that the commission will continue to reject requests that retention be permitted of halibut caught incidentally by gear other than trolls, or during the closed halibut season.

After examining the subject thoroughly, the author concludes:

"Any broadening of base with respect to the retention of halibut by associated fisheries would alter those characteristics of the halibut fishery that have made possible the successful rebuilding of the resource."

The commission could hardly be expected to go counter to so plain a position taken by one of its ranking scientists.

The report covers a brief history of the development of the halibut fishery in respect to the various types of gear historically used to exploit this species with special emphasis placed on the introduction and use of trawl gear in taking halibut. In general, the report presents data and evidence to support its present position of excluding the incidental capture of halibut by gear other than the setline method. In summary of the conclusion reached in the report, the author states that the retention of incidental caught halibut by methods other than the setline (blackcod) fishery is either biologically undesirable or highly costly from an enforcement standpoint. Incidental landings of trollcaught halibut in closed areas was not considered undesirable from the biological view, but would require a costly enforcement organization. In the trawl fishery, the picture was quite different. The gear is said to be less selective in that it catches a higher proportion of small undersized halibut than either troll or setline gear. The percentage wasted (by requiring the return of incidental caught halibut) is estimated to be considerably under one per cent of the total trawl landings (all species) as only about five per cent of the average catch by weight consists of halibut and about 90 percent of these caught can be returned to the sea alive. Permitting the trawl and troll fleets to retain a "reasonable" incidental catch of halibut during part of the year could result in a catch from 11 to 17 million pounds from the area between Willapa Bay, Washington, and Cape Spencer, Alaska.

"Commando" Used in Seismic Tests

The University of Washington research vessel *Commando* has been reported charted by the Washington Department of Fisheries to assist in studies on the effects of underwater seismic detonation on marine life. The Department is said to be participating in the studies with Standard Oil of California which will be carrying out seismic tests in the inside waters of Puget Sound. Biologist will survey the effects and damage to fish life which might result from the underwater explosives used in the test. Similar work carried out off the California Coast was reported to have caused only insignificant damage to the fish fauna in that region.

University of Washington To Assist in Pollution Study

The Washington Department of Fisheries has announced the signing of an agreement with the Oceanographic Department of the University of Washington for the study of factors affecting the survival and growth of Olympia oysters in Southern Puget Sound. The contract will provide for installation of automatic water sampling stations which will take hourly samples of the water. These will be analized in the laboratory for the presence of possible pollutenants which could be toxic to oysters. The water circulation in areas where high mortalities have occurred will also be studied. The circulation studies will serve as a bassic for laboratory experiments by the Department of fisheries on the effects of low concentrations of sulphite-waste liquor on both Pacific and Olympia oysters.

New Economy "Harborite" Has Special Boat Uses

Officials at Harbor Plywood Corporation, Aberdeen, Wash., recently announced that sales figures indicate a steadily increasing use of Harborite by boat builders everywhere. At the same time it was revealed that the company, developer of the industry's first overlaid fir plywood, has introduced "special" Harborite, a new low cost grade with a medium density overlay on one side with a core and back of C grade veneers. The original Harborite is now known as Harborite "Super-Grade."

H. W. Van Natta, director of sales for Harbor, stated, "The overlay on 'Special' Harborite has the same resistance to wear, weather and water, the same defiance to checking and grain rise, that has made Harborite 'Super-Grade' so desirable.

" 'Special' Harborite is recommended for use in boat areas where only a one-sided overlay is required, such as bulkheads and decking," Mr. Van Natta concluded.

"Santa Anna" Sinks

The fishing vessel *Santa Anna* out of San Francisco sank about five miles south of Pfeiffer Point late in November. The skipper, Sam Gradis of Pacific Grove, Leo Mirkovich of Lakewood, Frank Lucido of Pacific Grove and Rosario Alioto of San Diego got away in a skiff. Crewmen said the boat started leaking badly after a seacock apparently gave way. The four men gave up trying to save the boat after three hours of pumping and pulled away from the vessel which sank shortly afterward.

* * *

Opening of the crab season November 15 in California found a number of boats working out of Moss Landing. Art Erwin of the *Edith M.* and Jack Norman of the *L. C. F.* are using crab pots for their catches. Bill Tomlinson and his son Bill, Jr., on the *White Angel,* are using nets.

* * *

The Moss Landing boat *Glacier,* miniature duplicate of a northern troller, was sold recently by Ralph Haskin to Don Dicey. Dicey will use the boat in his work as a commercial diver for an oil exploration company working in the Santa Barbara channel. The boat is equipped with a Chrysler Crown engine, a Kaar 20 watt radio and a Wood-Freeman automatic pilot.

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

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B.C. Herring Deal Ends 5-Week Tie-up

Herring fishermen went to sea in British Columbia early in December after a five-weeks tieup due to disagreement over prices.

For a few days there had been anxiety as to whether the industry might not operate at all this winter because each week's delay in fishing resulted in less oil content and less profit in the catch.

The fishermen resisted the offer of the Fisheries Association of B.C. amounting to a reduction to $12.85 a ton and countered with a demand for a 15% increase. Final basis of the settlement was on the basis of $13.25 per ton.

After the Fishing Vessel Owners Association agreed to operate on the basis of 12½ shares per unit of gear with the vessel owner paying any shares in excess, the fishermen's union agreed to withdraw demands for a reduction in the boat and net share to 40%. All fringe issues were also settled amicably.

Fishing during December was described as "scratchy" with only limited returns. At December 14 the catch in Deepwater Bay totalled 9,000 tons and in the Lower East Coast 10,000. There was heavy loss of nets as a result of snagging in Campbell Bay, south of Active Pass.

Returns for the summer herring fishery issued December 8 showed a total production of 52,683 tons, compared with 67,024 tons in 1955 and 102,997 tons in 1954. Herring oil production was 1,473,109 gallons (imperial) and herring meal output was 8,843 tons.

* * *

San Luis Fish Co., Avila, Calif., C. R. Kirby, owner, has two draggers fishing at the present time. They are the Katherine, Travis Evans, skipper, and Jack Jr., Bob Knapp, skipper.

New Power for Fish Boats at Monterey

Swan, a combination fishing boat owned by Gus Bruno, Monterey, has been repowered with a used General Motors 6-71 diesel engine purchased from Hover Equipment Co., Monterey, Calif.

Francisco Grillo repowered his combination boat *Two Brothers* with a GM 6-71, also from Hover Equipment Co. A new GM 3-71 went into *Christena*, J. V. Show's boat, and a GM 3-71 repowered *Stag*, a party fishing boat owned by Chris Arcoleo.

B. C. Mid-East Herring Quota Is Doubled

British Columbia fishery regulations were amended in December to extend the herring catch quota for the Middle East coast subdistrict by 10,000 tons.

The annual quota of 10,000 tons for this area was taken by December 6 after a short, intensive fishing operation. The catch was taken almost wholly in Deepwater Bay, adjacent to Seymour Narrows.

* * *

Morro Bay Marine Supply, Morro Bay, Calif., is now owned by Chad Horton, son of founder R. C. Horton. However, R. C. is assisting Chad in the management and operation of the store.

Introducing: Miss Jordan

It's a girl for Marilyn and Wilhelm "Skip" Jordan! Barbara Adele Jordan was born Nov. 15 to PFN's Wrangell and Ketchikan correspondent, who is now making her home at Dash Point. Barbara weighed 8 pounds 15 oz. and was born at Tacoma General Hospital. She joins a brother Eric, age 7, and a sister, Karen, age 6.

"Rose" Is Repowered

Joe Crivello, skipper of the San Francisco crab boat *Rose* has repowered his craft with a General Motors 2-71 diesel engine, purchased from and installed by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

Shoreline also did a complete overhaul on the GM 4-71 powering Joe "Jiggs" Crivello's combination boat *Baby Sea Lion*.

* * *

Joe Minafor, manager, Pacific Mutual Fish Co. branch at Avila, Calif., reports lots of crabs and bottom fish. He also stated that the past salmon season was one of the best they ever had there. Fishing for the company is the dragger **West Wind**, Ed Grotting, skipper.

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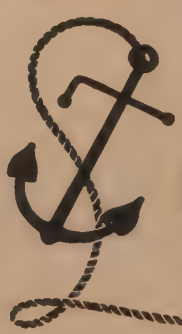

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STANDARD ENGINEER'S FIELD REPORT

PRODUCT CHEVRON PRESSURE PRIMER SYSTEM

FIRM ALBINA ENGINE AND MACHINE WORKS Portland, Oregon

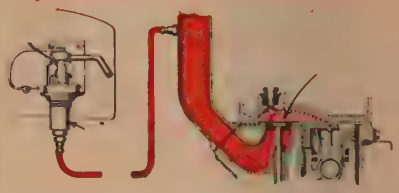
Safest, easiest way to start cold diesels quickly

Chevron Pressure Primer Discharger aboard "Utility No. 3", work boat of Albina Engine and Machine Works, is mounted right in the wheelhouse. Says Skipper Gilbert Edwards, "I have everything right at my fingertips...I can start the engine and get under way without ever going below. These steel capsules are a good deal! Just takes one to start the engine in any kind of weather . . . it always kicks over on the first or second turn. They are safer and easier to use than any other method I've ever seen for starting diesel engines quickly." Firm has used Chevron Pressure Primer System a little over a year, previously applied priming fluid through the breather pipe . . . before that commercial ether.

Utility No. 3 furnishes power and compressed air for welding and ship repairs. Chevron Pressure Primer starts diesels fast, even after boat has been idle a week or more.

Pressure Primer Discharger for auxiliary diesel is mounted on engine. Auxiliary runs air compressor and one welder. Firm's boats operate all year 'round in Portland-Columbia River area.

Why Chevron Pressure Primer System assures fast starts



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- Pressure or weakest spark from engine fires mixture.
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Mergers, Shifts, Switches In Canadian Fish Business

● Plans were well advanced late in November for a merger of Tulloch Fisheries, Ltd., and Western Fishing Co., both of Vancouver, B. C.

The new company will be known as Tulloch Western Fisheries, Ltd., and its principal base of operations will be at the site on the Vancouver waterfront formerly fully occupied by the Fishermen's Co-operative Federation, from which the building has been leased.

The Fishermen's Co-operative Federation will continue to occupy considerable space at this location to carry on its office, shipping, dry storage and other phases of local business. However, in recent months the Federation has not required as much accommodation as formerly, and the available plant facilities fit in very well to the new company's requirements for unloading fish cargoes and processing. The lease takes effect January 1.

A. G. Tulloch, who established Tulloch Fisheries a decade ago, and Ed Moir, who has been in charge of Western Fishing Co.'s operations, will continue to be active in the new, enlarged organization. With its new facilities the consolidated company will be able to operate more aggressively and extensively in a diversified fish packing business.

While several activities of the Fishermen's Federation are continuing in Vancouver, most of its operations are now concentrated in the Prince Rupert area, where the Prince Rupert Fishermen's Co-operative is one of the major factors in the industry.

Joe Antonelli, sales manager for the Federation, is in charge of the Vancouver office.

The Federation's plant at Victoria was closed some time ago and its property sold to Standard Oil Co. of B. C.

● Another recent transaction in Vancouver involves National Fisheries. Ltd., whose cannery at the foot of Campbell Avenue has been idle for some time. This is expected to be taken over by Carlisle Fisheries, Ltd., managed by Arnold Essler.

Capilano Fishing & Canning Co., which has been occupying some of the space in the Federation's plant building and canning salmon, and which will now be moving out to make room for the new Tulloch Western Fisheries, is building its own half-pound single-line cannery at a new site on Commissioner Street nearer the Second Narrows Bridge, and this will be in operation in time for the 1957 salmon season. This company has been operating in affiliation with Bamfield Fishing Co.

Fillet Tariff Rise Rejected As Opposed to U.S. Policy

● Tariff increase on groundfish fillets, recommended by the U.S. Trade Commission in October, was rejected by President Eisenhower in December.

In doing so, the President offered two points of justification: (a) the national policy of encouraging trade among the free nations and of avoiding any barriers to it not absolutely essential and positively beneficial; and (b) because "it might well be that the proposed duty increase would only further complicate the industry's basic problems".

In making his first point, the President spelled-out in plainest terms the policy of his administration with respect to the encouragement of trade with other free nations except in cases where definitely destructive conditions prevail, and the trade barriers would be positive in their correction. Because of its specific terms, and because it was uttered in a case involving fishery products, this statement of national policy is reproduced verbatin in these pages.

On his second point the President was much less specific, giving no comprehensive reasons why he felt the proposed tariff increase "would only further complicate the industry's basic problems". Careful examination of his message fails to reveal the considerations which led to the conclusion. He does, however, say this:

"I have analyzed this case with great care. I am fully aware that the domestic groundfish fishing industry is faced with serious problems, but I am not persuaded that, on balance, the proposed duty would constitute a sound step in resolving those difficulties."

He cites rather fully the recent actions of the national government in providing research, reorganization, loans, and economic studies to aid the fishing industry, and he concludes:

"These efforts should be of assistance to the domestic groundfish fishing industry in its search for solutions to the fundamental problems it faces. They should also help the industry to improve its position without imposition of further trade restrictions which might actually discourage needed improvements.

"This approach is consistent with our objective of achieving a dynamic, expanding, free enterprise economy, and also accords with our national policy of seeking the highest attainable levels of mutually profitable and beneficial trade and investment among the countries of the free world."

Henry Doyle, early leader in the British Columbia fisheries, is still battling to protect the salmon resources of the Fraser after standing in the front rank of the fight for more than 60 years. Unwise power development, he believes, threatens the Sockeye today with a greater peril than any in the past.

P.A.F. Buys Port Ashton, Completing Alaska Spread

Pacific American Fisheries, Inc., filled its hand so far as district coverage of Alaska salmon producing areas is concerned when it purchased Port Ashton Packing Co. in December.

The deal announced by Stanley G. Tarrant, president of P.A.F., and C. F. Johnson, vice president of Port Ashton, gives Pacific American an operation on Prince William Sound, the only one of the territory's major salmon areas in which it was not represented.

1-2-3-4-5-6-7...

Monel shafts drive all of National Steel's new tuna clippers!

First came the *Dominator* and the *Cabrillo*. National Steel & Shipbuilding Corporation, San Diego, Calif., built these clippers to range far—the Galapagos, even Peru—to bring back 340-ton loads of tuna.

The West Coast wanted more. Ordered: the *Independence* (3), *Concho* (4), *Missouri* (5), *Westport* (6), and *Elsinore* (7).

In each of these seven giant fishermen, National Steel protected owners' profits with Monel nickel-copper alloy shafting.

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National Steel knows Monel alloy is extra hard—withstands wear. It's extra stiff — minimizes whipping. And Monel alloy is highly resistant to marine corrosion.

Monel alloy lasts longer at sea. Specify Monel shafting for your new boat — or when your present shaft is no longer serviceable. Specify Monel alloy for *all* fittings and fastenings subject to hard use and corrosive attack.

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Columbia's Early Chinook Runs Improved in Health

● Marked improvement in the health of the Columbia River salmon resource —save in the Fall Chinook run—was manifest in 1956, according to the reports of the Oregon and Washington state fisheries department biologists to the Pacific Marine Fisheries Commission at its winter meeting in San Francisco.

In 1956 the Columbia River Spring Chinook run—which includes escapement as well as catch—maintained its modest rate of increase, with all observed factors encouraging in character.

The Summer Chinook run also showed substantial build-up.

Offsetting in some degree the entirely favorable circumstances surrounding these two divisions of the resource is the depleted condition of the Fall Chinook run—although the steep decline which began in 1949 leveled-off slightly in 1956.

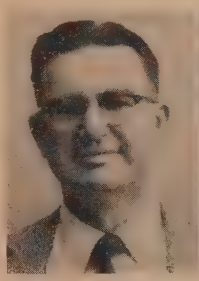
Milo Bell

D. Johnson

● Recovery of the Spring and Summer Chinook runs are believed due in large degree to the success of the seasonal closures which for several years have sought to provide escapement for these extremely fine fish at the peaks of the run, when productivity of the salmon is reflected in maximum abundance. Thus the biologists and administrative authorities are undertaking to get "seed" in terms of escapement from the best and most productive segment of the salmon run.

The Spring and Summer Chinooks which are being rehabilitated to a very large degree find their natural spawnings grounds in the Salmon River basin of Idaho. Only a very small fraction of these races can be traced to hatcheries.

This word on the Columbia River situation was mighty good news to a number of those at the Tri-State meeting, some of whom had played major roles in bringing it about. Such included Floyd Wright of the Columbia River Packers Association, one of the Oregon advisors; Robert J. Schoettler and Milton C. James, commissioners and respectively directors of fisheries for Washington and Oregon. Sharing the interest and credit with them were numerous members of their staffs, including such ranking members as Milo C. Bell, coordinator; Don Gooding, executive assistant; and Donald Johnson, chief biologist, all from Washington; and George Y. Harry, Oregon chief biologist.



G. Y. Harry

Don Gooding

● Situation with the Columbia River Fall Chinooks is very different. This race is the mainstay of the troll salmon fishery of the Pacific Northwest, British Columbia and Alaska; and of course also is drawn upon in large, and increasing, degree by sport fishermen.

Jack Van Hyning of Washington and Robert Schoning of Oregon traced the decline of this Fall Chinook run to a number of factors. Its fall in 1949 came just about two cycles after the intense sport fishery developed on the Columbia River; and about one cycle after the dramatic build-up of sport fishing out of Grays Harbor and off Neah Bay.

Moreover, at about the same time the fishing effectiveness of many trollers was increased substantially by the installation of echo sounders and stabilizing gear.

The Vancouver Island troll King catch of 1956 was the best in a number of years and this was credited in some degree for holding down the escapement to the Columbia River in spite of the late opening of Oregon and Washington markets to troll salmon delivery.

● Although acknowledging that a substantial part of the Canadian troll King catch comes from the Columbia River, Dr. Donald Milne of the Fisheries Research Board of Canada told the Tri-Staters that 20% of all Chinooks taken off British Columbia are natives of the Fraser River, where there are two distinct runs: small, early red Kings; and large, late white Kings.

Floyd Wright

Dr. D. Milne

Alaska troll Kings taken at sea off the Alexander Archipelago of Southeast Alaska are largely natives of the Columbia and Fraser Rivers, and to a lesser extent the coastal streams of Oregon. Walter Kirkness, Alaska Department of Fisheries biologist, interpreted numerous tag returns thus. Of these ocean-caught Kings, 80% are mature and are feeding in preparation for return to their home streams to spawn. An unusually high 17% return of tagged fish has been attained.

On the other hand, fish tagged in inside waters of Southeast Alaska have been found immature to a much larger degree; and also tending to be native to the King salmon streams of the territory, rather than far migrants from the southern coast.

It is because of this fact that the Alaska fisheries department opposes the closure of winter trolling in inside waters of Alaska.

Sooke Trap Operation Planned for 1957

In anticipation of a bigger run of salmon in 1957, J. H. Todd & Sons plan to operate their fish traps at Sooke this year.

Last season, because of rising costs of operation and the expectation of a light catch, the traps were idle for the first time since the early days of the Fraser River fishery.

Sauzal Cannery Burns

The fish cannery at Sauzal, Baja California, owned by Abelardo Rodriquez, former president of Mexico, in a news dispatch from Tijuana, December 6, was reported to have been destroyed by fire.

Sauzal is located a few miles north of Ensenada. Damage was estimated at $2,400,000. Main production of the Sauzal plant was sardines and meal.

Before and After—Weather-broken glass sash at New England Fish Co.'s Orca cannery; and the structure after the maintenance problem had been corrected with plastic panels.

How Orca Beats Maintenance Problem with Plastic Panels

● Corrugated plastic panels, reinforced with glass fibers, were called upon in 1956 to correct a troublesome and expensive cannery maintenance problem at the Orca cannery of the New England Fish Co. on Prince William Sound.

When the big plant was built in 1945 the steel frame building was fitted with steel sash in two continuous bands of windows, which through the years have suffered serious breakage.

Various factors appear to contribute to the breakage: water getting between the glass and the sash and expanding with freezing; icicles broken from the eaves in storms and blown against the glass; warping of the steel sash under temperature changes. Whatever caused it, the breakage was serious and maintenance costly.

So in 1956 Oscar Bergseth, New England's general superintendent, and Carl E. Carlson, Orca superintendent, grappled with the matter. The result was that Flohr & Co. Metal Fabricators, Seattle, were commissioned to replace the steel sash with "Corrulux" panels manufactured by the Libby Owen Ford Glass Fibers Co. These panels now form two continuous bands around the Orca cannery building with its net and can loft over.

The "Corrulux" panels were installed by slipping them inside the overhanging upper corrugated metal siding, and allowing them to overland the sill. Similarly, adjacent panels overlap each other after the manner of metal panels in this form. They are secured by rust-protected bolts and washers. Only structural change necessary in the installation was a horizontal brace running from post-to-post at the mid-point of the window panels for stiffening. This brace is a steel channel.

White "Corrulux" was chosen for the job. Its use involves a 15% loss of light from that transmitted by clear glass, but in the north with its long daylight during the operating months this is not a detrimental factor. As a matter of fact, Mr. Bergseth points out that it may have advantages in the net loft, where direct sunlight can be damaging to nets.

Although at time of writing the plastic panels had not gone through their first winter, Mr. Carlson was very certain from the tests he made that his breakage problems were over.

Kegani Crab Target

A production target of 280,000 cases of 48 halves has been set for the 1957 pack of Kegani crab by the Japan Export Canned Crab Manufacturers Association. This is a decline of 20,000 cases from the 1956 target, which was narrowly attained.

Three Fishery Leaders For Japan-Soviet Commission

Appointment of three outstanding leaders of Japan's fisheries to the Soviet-Japanese Northwestern Pacific Fisheries Commission was announced in December by the Japanese government.

The three are: Shinsaku Hogen, counsellor of the Foreign Ministry; Masao Okai, director of the Fishery Agency; Tsunejiro Hiratsuka, president of the Japan Fishery Society.

Of the commissioners, Mr. Okai and Mr. Hiratsuka are well known to many Americans and Canadians. Mr. Okai was a member of the Japanese Section of the International North Pacific Fisheries Commission at its Tokyo meeting in 1955; and Mr. Hiratsuka is president of Nichiro Gyogyo K.K., largest of the Japanese salmon canning companies.

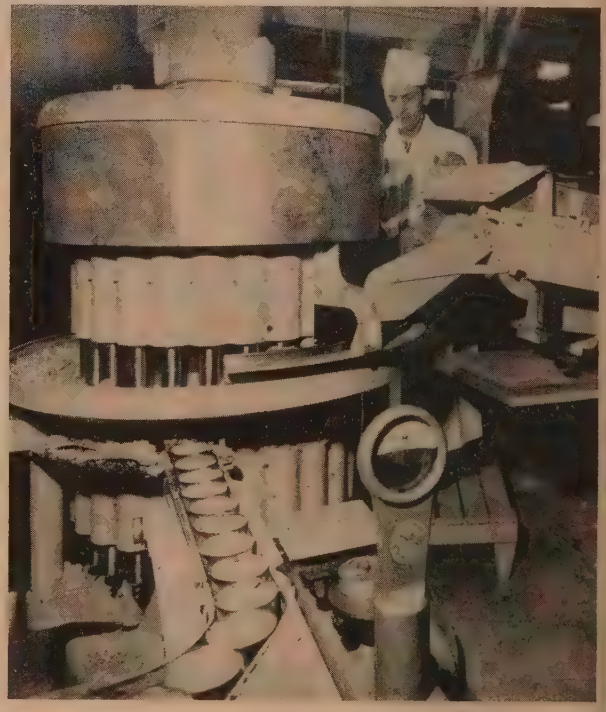
Van Camp's Columbia River Plant Is Closed Down

Operation of the White Star cannery of the Van Camp Sea Food Co. at Astoria was closed down in December after running steadily for several months under the management of Martin Quamma.

Considerations of raw material supply led to the decision to suspend Columbia River operations, according to William Gillis, Van Camp production manager.

* * *

Providenza, John Mineo, skipper; and **Mineo Bros.**, Frank Mineo, skipper, Monterey purse seiners, were being dry docked at Pacific Dry Dock & Repair Co., Oakland, for overhaul.



Protective permanent magnet installation on a tuna chunk filling machine in a Van Camp cannery is shown above the conveyor discharge at the upper right of this picture. The device, of Eriez manufacture, is one of 13 installed on Van Camp tuna, sardine and mackerel lines to protect product against any possible contamination by metallic fragments.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

January, 1957

Why Salmon Traders Look Both Ways These Days

● Primary market factors in canned salmon were looking overseas in a thoughtful manner as 1957 opened.

Moreover, they were looking both ways, seeking indications of conditions and development which might affect domestic business in the next eight months—for it will really be that long before new supplies of domestic salmon can be produced.

They were looking toward Japan and wondering just how much salmon might still be available there.

And they were looking toward Britain for indications as to whether the softening economy there are result of the Suez situation might be translated into failure to take delivery of all the Japanese salmon which had been earmarked for the U. K.

● This actually happened last year, and there are those who believe that the current pressures on the pound sterling may again make additional salmon available for the North American market.

In the spring of 1956 Canada was able to acquire from Japan a substantial parcel of Sockeye halves which had been reserved for Britain. As 1957 opened it was widely understood that British traders had not been able to order actual shipment of all Japanese goods reserved for them; and at the same time. there were general reports of growing pressure on the pound.

Despite Soviet Restrictions, Japan Packs 2 Million Cases

● Japan's canned salmon pack of 1956 barely exceeded 2 million cases, falling a full million short of what had been anticipated as the year opened. The staggering shrinkage resulted, the Japanese feel, from the control measures which Soviet Russia decreed for the high seas adjacent to Kamchatka.

The Japanese production of canned salmon, including the pack of floating canneries and all shore operations as well, counting the production made from freezership goods, was reported in December as:

Grade	Full Cases
Red	520,000
Silver	175,000
Pink	781,000
Chum	495,000
King	7,000
Tidbit	33,000
Total	2,011,000

Early in December Nobuhiko Kinashi, managing director of the Japan Canned Salmon Sales Co., Ltd., told *Pacific Fisherman*:

"The marked decline from our early estimate had a firming effect upon sales policies, both domestic and export. We started 1956 with a carryover of some 120,000 cases of Silvers, but there is no possibility of such a carryover as we enter 1957, as practically all export packs have already been committed, save for a moderate quantity reserved for the United Kingdom. These lots will be quickly cleaned up when dealing is made possible by release of import exchange permits.

"With these conditions prevailing, the price level tends to rise, and we are now receiving offers for Red halves up to $34, f.o.b. Japan."

SEATTLE MARKET

Presstime quotations by the U. S. Market News Service on canned salmon of good quality, fob. Pacific Northwest terminals in cases of 48.

ALASKA	Case
Red, talls	$33.00-34.00
Red, halves	21.00-23.00
King, talls	29.00-30.00
King, Copper R. ½s	17.50-18.50
Coho, talls	29.00-30.00
Coho, halves	16.00-16.50
Coho, quarters	9.50
Pink, talls	23.00-24.00
Pink, halves	12.50-13.50
Chum, talls	21.00
Chum, halves	11.50-12.00
PUGET SOUND	
Sockeye, ½s, m.f.	23.00
Sockeye, ½s, h.f.	24.00
Sockeye, quarters	13.00

Supplies are reported so light as to render quotations nominal in character.

Saury Fillets Find Modest Export Market

Sales of saury fillets canned in cottonseed oil for the export trade will reach 100,000 cases for 1956, according to the reports of producers to *Pacific Fisherman's* Tokyo office. This is the first year in which the product has been offered on a general basis.

First packing of the saury fillets was undertaken in 1955. With encouraging reaction where they were offered, principally Belgium, Holland and Australia, the operators expanded the enterprise in 1956, when the United States and Egyptian markets became interested.

The goods are now being sold under some of the great companies' famous brands, such as Mitsubishi's *Three Diamonds*, Daiichi Bussan's *Botan*, and *Nozaki's Geisha*.

The fillets, usually six, skinless and boneless, are packed in quarter-oil tins. Some are offered under the designation "mackeral pike", by which sauries are often known.

LOS ANGELES MARKET

Presstime quotations by the U. S. Market News Service for Southern California canned fish, fob. packer's terminal, for cases of 48 unless otherwise noted.

TUNA—Advertised Brands	Case
White, fancy, 7 oz.	$15.00-15.25
White, chunk, 6½ oz.	13.50-14.00
Light, fancy, 7 oz.	13.75
Light, chunk, 6½ oz.	12.00
Light, grated, 6 oz.	7.50- 8.00
TUNA—Buyers' Labels	
White, fancy, 7 oz.	13.00-13.50
White, chunk, 6½ oz.	12.00-12.50
Light, fancy, 7 oz.	11.50-12.00
Light, chunk, 6½ oz.	10.25-10.50
Light, chunk, 6 oz.	9.00- 9.50
Light, grated, 6 oz.	7.50
SARDINES	
1-lb. oval, tomato	*9.00
1-lb. tall, brine	*6.50
5-oz., 100s, tomato	*7.75
MACKEREL	
Pacific, 1-lb. tall	5.75- 6.00
Jack, 1-lb. tall	5.25- 5.75
ANCHOVIES	
5-oz., 100s, tomato	5.50- 6.00
1-lb. oval, tomato	6.50- 7.00

*Last quotation. Offers currently withdrawn.

1956 Salmon Quality Rating: Above Average, Save on Bay

● Above Average quality, except in the case of some Bristol Bay Reds, marked the Alaska canned salmon pack of 1956, according to the annual report of Walter Yonker, chief inspector and director of the Northwest Branch of the National Canners Association Inspection Laboratory, to the Association of Pacific Fisheries.

He briefed the inspectors' findings for the 1956 Alaska by species thus:

"Reds—From Bristol Bay the quality was lower than in past years. This applies to both oil and color values. Reds from other areas were at the usual quality levels.

"Cohoes—The Cohoes from all districts were above yearly average for both color and oil values. The Coho pack as a whole was one of the best that we have seen.

"Pinks—The Pinks of Southeast Alaska were above the average when quality is considered. This probably reflects a fishery working on a raw product in prime condition. Almost all of the canned Pinks we have examined were packed from small fish. This condition seemed to prevail in all of the districts of Alaska.

"Chums—The summer Chum pack was generally above average quality. It approached the quality of the 1954 Chum pack, particularly in the Southeastern areas. The fall Chum season in Southeastern Alaska resulted in a typical pack. The quality was generally poor, considering both the color and oil value."

Crab Is Seafood Of December in L.A.

Crab and crab meat have been designated by the Southern California Fisheries Association of Los Angeles as the December Seafood of the month with lutefiske, fillet of sole, lobsters, shrimp and oysters as companion items.

New committees have been appointed: advertising and publicity, R. M. Sloan, chairman, working with Louis Beverino, Jack Bray, Jack Karabonik, Herb Levinson and Joe Sulentor.

By-Laws: C. M. Reinke, chairman; Bob Joyce, Ray Lemoi, Warren Sheedy, Dave Wood.

Conservation: S. J. DeLuca, chairman; Ronnie Jack, A. R. Lantz, Walter Paladini, Frank Tsuchiya.

Legislative: Joe Sulentor, chairman; S. J. DeLuca, C. M. Reinke, Warren Sheedy, Gus Vellis.

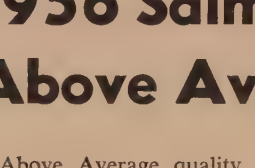
Membership: Saul Baker, chairman; Ed Amende, Aldo Casaretto, Ray Lemoi, C. M. Reinke, R. M. Sloan, Joe Sulentor, Frank Tsuchiya, Jim Weber.

Reception: Joe Merlo, chairman; Dewey Mayes, Al Nott.

Country Club Day: Al Larsen, chairman.

Credit activities: Dominic Bria, chairman; Miss Marion Snyder, first assistant; Ed Amende, Louis Beverino, Aldo Casaretto.

Bart Ghio continues as secretary for the organization; and Louis Vitale is president of the organization.



Ray Lemoi, Los Angeles sea food broker, whose firm is now known as the Rayola Company.

Burke Name Changed To Rayola Company

New name for the seafood firm established in 1922 as W. A. Burke Company, Los Angeles, is now the *Rayola Company*. This became effective December 1.

Ray Lemoi, seafood broker owner, explains the name in this way: "Ray of Los Angeles." The firm represents Main Fish Company of Seattle; the Paladini West Coast production; McCallum-Legaz Fish Co., Seattle; Babcock Fisheries of Vancouver, South Bay Fisheries of Eureka and imported seafoods of all kinds.

Franco-Italian Packing company's new offices and warehouse were shown recently by Joseph M. Mardesich, president, in the center, with Charles R. Carry, left, executive manager of the California Fish Canners Association, and Charles Donetti of the Bank of America, San Pedro.

Abalone Trade Active

Elmore's Abalone Co., Morro Bay, Calif., is enjoying a busy season producing abalone steaks. The company has five boats fishing off San Simeon and Avila which are producing about 50-60 doz. abalone per day.

The company has been in business for the past 17 years, and markets its abalone steaks under "Queen of the Sea" brand.

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Japan's Saury Pack For 1956 Is Very Short

After a prodigious run of sauries in 1955, fishing during the fall season of 1956 was extremely poor in Japan, where at the end of November production was not above half of the anticipated amount to that period. It was being estimated that the over-all pack of sauries would not exceed 500,000 full cases.

These fish are generally packed after the manner of California sardines and find their principal market in Malaya and Indonesia.

Japanese Sardine Quota Rises 100,000 Cases

With exceptionally good fishing and favorable markets, the Japan Export Canned Sardine Association late in November raised the quota of its members by 100,000 cases of pack to give a seasonal total of 600,000 cases.

With good prospects for 1957, a tentative quota of 600,000 cases has been agreed upon, plus a reserve of 200,000 cases for a possible aggregate of 800,000 cases.

Alden Fisheries Formed

A. W. Alden, who retired several years ago from the wholesale fish business in Morro Bay, Calif., has reentered the game, as Alden Fisheries at that port.

Franco-Italian Firm Opens New Offices

Franco-Italian Packing Company, whose president is Joseph M. Mardesich, in early December dedicated its new offices on Terminal Island.

Henry W. Abst is sales manager for the company. Mr. Mardesich served as secretary treasurer of the California Fish Canners Association during the term just completed. Franco-Italian has been packing under its labels of the Gem of the Sea fancy white meat tuna; Chicken Salad, fancy tuna; and Sea Ace mackerel and sardines. The plant also produces Petuna, a pet food processed from tuna red meat.

Mr. Mardesich's father founded the business which has had a history of more than 33 years in the fish canning industry.

"White Light" South

Ole and Diane Olson arrived at Seattle on their troller *White Light* from Alaska in November and are living aboard the troller at Salmon Bay, Seattle, where they will spend the winter on business.

Richer Redder

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868

Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods

How Canada Played Dual Role With Success in Trade Drama

● How Canada played a dual role in 1956 salmon trading is a fascinating drama of buying and selling. To her long-established character of salmon exporter, British Columbia in 1956 added the new role of salmon *importer* —and carried them both off in brilliant fashion.

● Export Trading

It was difficult to learn the full extent of United Kingdom purchases in British Columbia in 1956 because sales were made individually to license holders rather than in bulk, as has been the practice since the war years. The British government issued buying licenses to import houses last year amounting to £3,000,000, and similar authorization was granted this year; but in view of the higher prices, the short supply and priority of the domestic market it seems unlikely that the United Kingdom was able to get all it wanted in British Columbia. The total purchase approved by the British government covered the whole of North America, of course. If there is a deficiency in Britain's supply of canned salmon this Winter it will probably be met by purchases in Japan.

Of the total amount of canned salmon bought by the United Kingdom and covered by the 1956 license it is estimated that about 80% was supplied by Canada and 20% by the U. S., the latter being mostly in Alaska Red talls. In total poundage, Britain's purchase this year in this market was probably about the same as in 1955, but the percentage of Sockeye was lower and the more abundant Cohos and Pinks higher.

● Imports of Salmon

While most packers agree that the importation of Japanese salmon represented the only sure way of maintaining a satisfactory volume of brand-name merchandise in the Canadian market during the period of shortage of domestic pack, some people in the trade profess to see potential peril in this device.

"Japanese salmon marketed in Canada bears the notation 'Produced in Japan' on the label as a government requirement," said one trader. "Many Canadian customers are probably not aware that some salmon packed in Canada actually originated in Japan and even if they did the majority would probably not be impressed one way or another. But one of these days some smart independent may say to himself, 'Well, the Canadian housewife is now accustomed to Japanese salmon and evidently likes it. Why can't I import canned Japanese salmon direct from Japan and sell it in competition with Canadian canned salmon even in the years when the Canadian supply isn't short?' "

Estimates of the amount of salmon imported from Japan for packing in British Columbia this year are varied, but 125,000 cartons of Sockeye were brought in, according to one reliable authority, and there was one shipment of some 70,000 cartons of Coho.

Of this year's total British Columbia Sockeye pack of about 320,000 cases, it is probable that nearly 200,000 cases were exported, as the packers have been anxious to retain their position in Red salmon markets overseas and they cannot re-export salmon imported from Japan. The proportionately high export of Sockeye accounts for the preponderance of Japanese salmon in the B. C. pack distributed in the domestic market. In major metropolitan markets such as Monteral a recent inquiry for canned salmon that actually originated in British Columbia failed to locate any, although this incident was regarded as somewhat unique.

This situation will probably be changed substantially in 1957 with a larger British Columbia pack, and in 1958 some packers look for an oversupply with a substantial carryover into 1959. Carryovers are something that British Columbia salmon canners have not had to worry about for some time.

Jay Gage Joins Nefco

Appointment of Jay S. Gage as comptroller of New England Fish Co. with headquarters in Seattle was announced at the first of the year by S. M. Rosenberg, president.

Following service in World War II, Mr. Gage immediately entered the salmon packing business, and for the past seven years has been associated with G. P. Halferty & Co.

Carmel Canning Actively

Carmel Canning Co., Monterey, was going full blast last month when some 103 tons of sardines caught in one set near Santa Barbara, were delivered by truck. The catch was made by the *Lina V. II*, skippered by Sal Davigo of Monterey.

Japan-Soviet Commission To Rule Asian Fisheries

Ratification of the protocol between Japan and the Soviet Union re-establishing technical peace between the two countries—without being a full-fledged "peace treaty"—opens the way to the establishment of an international fisheries commission between the two countries by which the future fishing pattern of the Far Eastern area will be determined.

Actions by the commission are being anticipated with the utmost interest by the Japanese industry, as upon them will depend 1957 operations and those for the years to follow.

Red Chinese Fisheries Delegation in Japan

Japan in December entertained a nine-member delegation of leaders of Red China's fishing industry. At its head was Yang-Yu, president of the Chinese Fisheries Association. This was the first time that any semi-official envoy of Red China had visited Japan, although Japanese industry delegates have twice visited China to arrange the non-government fisheries agreement under which the industries of the two nations have been coordinating their activities.

Purpose of the mission was to negotiate a continuance, and also to discuss matters of a broader character than fisheries. Implications of the visit were that it foreshadowed possible re-establishment of international relations between China and Japan.

Palletized Operations Speed Fish Canning Operations

Santa Cruz Canning Co., Moss Landing, Calif., has palletized operations in its fish processing plant, according to Joe Oliveiri, manager. Two Clark fork lifts are being used.

New Roma, Monterey purse seiner, Neno Davi, skipper, has been fishing for Santa Cruz Canning Co. in southern California waters.

Ken Harding Experts India's Fish Business

Kenneth F. Harding, general manager of the Prince Rupert Fishermen's Co-operative Association, has returned from India where he spent three months as consultant for the Food and Agriculture Organization of the United Nations.

Mr. Harding reports that the fishing industry throughout Southeast Asia and India is extremely backward by Western standards, although important advances have been made during the past year or so, especially in the mechanization of fishing vessels.

As FAO representative Mr. Harding's work included centralizing of fish markets and advising government departments on the distribution and marketing of fish products.

Mr. Harding says that distribution is hampered by inadequate transportation, with most of the carrying being by headload or bicycle. Much of the fish sold is fresh or dried, frozen fish being virtually unknown.

Indian fishermen live a simple life, according to Mr. Harding, based in part on the fact that their average wage is one and a half rupees a day, or approximately 30c.

Morro Bay Fisheries In Larger Quarters

Vic Lindwall, operator of Morro Bay Fisheries, Morro Bay, Calif., has moved into larger quarters in the Carver building in that town. The move gives Vic more freezer and more holding space, and he is also putting in a new filleting line.

Monterey Fish Co. Buys Paladini Station

The Monterey Fish Co., owned and operated by Sal Tringali and his sons for many years on Fishermen's Wharf, Monterey, has purchased the plant of A. Paladini, Inc., at the end of the Municipal Wharf in Monterey, and will move in shortly.

Japanese Tunaman Runs Round Cape of Good Hope

With the Suez Canal blocked, plans for the tuna explorations of *Sagami Maru,* the "guidance ship" of Kanagawa Prefecture, Japan, had to be altered. As result, she gave up a part of her Indian Ocean program and moved into the Atlantic by way of the Cape of Good Hope.

After touching at Cape Town the middle of November, she moved up to the extremity of the westerly bulge of Africa. After completing her cargo there, she was expected to deliver it to Recife, Brazil sometime in December.

The 700-ton *Sagami Maru* is then expected to move into the Caribbean area for further exploratory fishing.

The somewhat smaller *Koun Maru,* 480 tons, also went by way of Cape Town and is expected to deliver her Cape Verde tuna to Genoa, Italy, as part of a barter deal for Italian rice.

1,000-Ton Tuna Vessel On Her Maiden Voyage

Misaki, the No. 1 tuna port of Japan, proudly dispatched the first 1,000-ton all-purpose tuna fishing vessel to the Indian Ocean late in the autumn Named *Kotoshiro Maru No. 18,* the vessel has gross tonnage of 1,087. She is 198′ in length and has cruising speed of 12.5 knots. Main diesel is a 1,500-hp. unit, and her tuna freezing capacity is 25 tons daily.

The vessel is manned by 64 men and is designed for normal trips of 100 days, in the course of which she has a target of 800 tons. When she sailed from Misaki *No. 18* was towing an auxiliary fishing vessel on a short, stiff boom which lifts the fore end of the 18-tonner out of water so she tows easily close-up to the larger vessel, eliminating yawing. The smaller vessel will remain in the fishing area after *No. 18* has been filled, serving another vessel of the Kotoshiro Fishing Co. fleet.

The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

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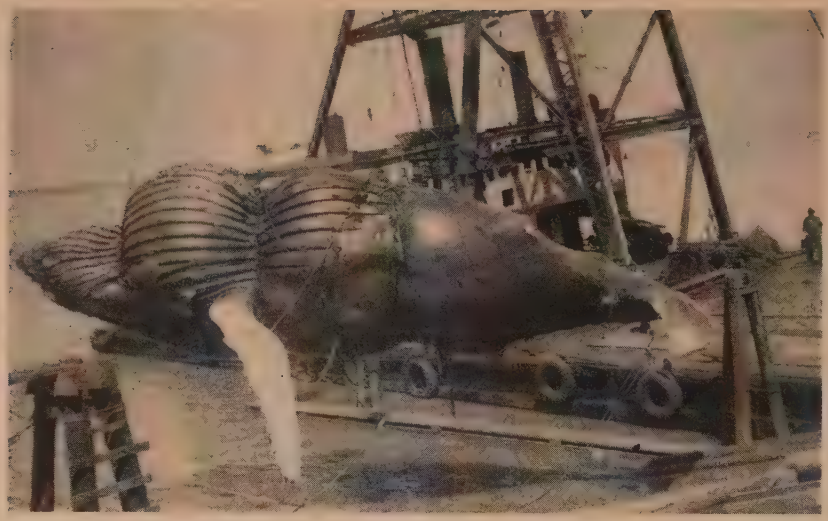


OO-oo-oo-oopse—A humpback whale is picked up by derrick barge at the San Francisco Bay plant of the Del Monte Fishing Co., believed to be the only whaling station in American territory. The whale smashed the slipway seen at the right and had to be retrieved by the crane.

Kill 145 Whales in Renewed Operation off Golden Gate

● Whaling out of the Golden Gate—resumed in 1956 after a lapse of many, many years — yielded 145 whales in its initial season.

These were taken by one vessel, aided during a limited part of the season by a fleetmate.

With the "bugs" out of the plant and two killers working next season, Del Monte Fishing Co. expects to top 200 whales in 1957.

The company plant is located on Point San Pablo, Richmond, Calif., and is under the management of John Caito. His father, A. Caito, is president of the company, while Otto Weissich is vice president. This is believed to be the only whaling operation on American soil.

Most of the 1956 whale kill was made by the *Dennis Gayle*, which was joined late in the season by the *Donna Mae*. Both vessels are owned by Gilbert Hunter and are operated on contract.

The 1956 catch consisted of 136 humpbacks, 6 sperms and 3 finbacks.

The Del Monte plant is devoted primarily to flensing the whales and cutting out fresh, lean meat, which is ground, bagged and frozen for sale to fur farms as mink feed. It is marketed under the company's "Moby Dick" brand.

Blubber flensed from the whales, bones, viscera, and all meat not suitable for animal feed is carried by conveyor from the Del Monte plant to the Independent Renderers' establishment adjoining. There it is processed on a custom basis to yield whale oil and meal, for which a "fair" market prevailed in 1956.

As the whales generally are taken close to the Golden Gate, they can be processed promptly, giving the good quality meat essential for fur feeding.

The plant lost a part of its 1956 season when the slipway for the whales proved too light and collapsed. This necessitated a shutdown in mid-season until it could be rebuilt.

Edward David Installs Canneries in Korea

Ray Bentley, well known in the Pacific Coast fish processing business, and owner of Universal Canning Machinery Co., Pacific Grove, Calif., reports that Edward David, former Monterey and Pacific Northwest fish processor, will be going to Korea shortly to set up two mackerel processing plants, one with a reduction plant.

The canning machinery, except for the American Can Co. closing machines, and the Food Machinery retorts, will be built by the Universal Canning Machinery Co.

The reduction plant is a 10-ton batch dryer, furnished by Standard Steel Co. In the Universal Canning Machinery Co. machinery a great deal of Cyclone flat wire belting is used.

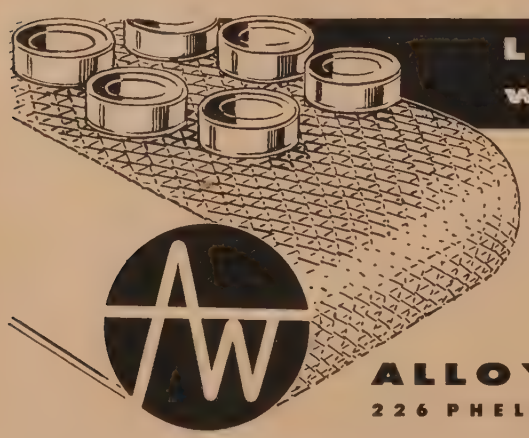
According to Mr. Bentley, the plants will have a capacity of 300-400 cases per day of 1-lb. tall and ½-lb. flats.

The Universal Canning Machinery Co. sold a complete used fish meal and oil plant to Compania Anonima Industrial de Pesca, Cumana, Venezuela. The equipment will be used for processing sardine offal.

Albacore Stock Long

Unsold stocks of frozen Albacore on hand in Japanese cold storages in December were reported as 3,000 tons, which gave the Japanese exporters a gloomy view going into the new year.

Accordingly, decision to sell 500 tons of the frozen stock to Japanese canners was announced in December.



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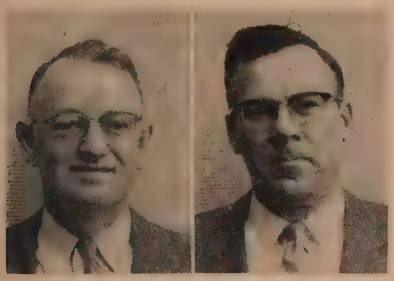
PERPLEXING SABLEFISH--
Have YOU the Answers?

● Why was the trawl catch of sablefish for the Puget Sound drag fleet in 1956 the best in years, if not forever?

And why was the halibut fleet catch of sable in the same year down to low levels?

● Why has no adult sablefish ever been taken in Puget Sound, although small, juvenile sable abound there?

Where are they spawned? And when? If adults are never found in



H. E. Lokken D. Kaufman

the Sound, doesn't that mean the young have to come there from elsewhere?

● Why do female sablefish in Alaska represent from 69 to 73% of the catch?

If you have the answers to these questions, the biologists of Washington, Oregon, California and Alaska would like to have them; and they'd like to ask you a few more.

They acknowledged before the Tri-State Fisheries Commission in San Francisco recently that the sablefish is more of a puzzle than most fish — and that's saying quite a bit.

Speaking for the Washington Department of Fisheries was Donald Kaufman, with J. B. Phillips reporting for California and Walter Kirkness for the Alaska Department of Fisheries.

The researchers believe that perhaps the increased catch of sablefish by means of trawling is a result of the increase in the minimum size of mesh permitted in trawls. This regulation, in effect for several years, may now be making itself felt in more fish of marketable size.

Failure of the halibut fleet to share in the greater landings of sable results largely from the fact that the late-running halibut season extended right up to the November 1 closure on sable.

● One result of the short catch of longline sable was fantastic pricing, which topped-out at 27¾c per lb. just

W. Kirkness J. B. Phillips

before the end of the season.

The trawlers and the longliners are far apart in their ideas on sablefish. Harold E. Lokken, manager of the Fishing Vessel Owners Association, voiced to the Tri-State Commission the halibut fleet's two recommendations:

1. Close all areas where small sablefish are known to exist; and prohibit the landing of sablefish under four pounds.

2. Close the season on sablefish landings from Nov. 15 until Feb. 15 for all gear; instead of from Nov. 1 until Jan. 1, as at present.

Nick Kulgis, speaking for the otter trawlers of Puget Sound, said they were opposed flatly to these proposals.

● Recent tagging studies have tended to confirm the previous conclusions that sablefish are relatively resident and as a rule do not migrate widely. Extensive tagging in Alaska revealed very little movement save in the case of stocks tagged in the vicinity of Middleton Island, which proved the rule by wandering widely.

One interesting slant is that half of the young sablefish tagged at Holmes Harbor, Puget Sound, and subsequently recaptured, have been taken inside the Sound by sportsmen.

Seine Skiffs Deliver Satisfaction at Pelican

The five seine skiffs built by Kazulin & Cole in Tacoma last spring for the Pelican Packing Company performed well this summer at the Pelican, Alaska, cannery according to James H. Chivall, of Apex Marine & Equipment, Inc., Seattle, which supplied the Model 100 Graymarine gasoline engines with which the boats were powered. The engines were equipped with 2 to 1 Paragon reverse and reduction gears, turning 19 x 12 Federal propellers.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil

If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

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Japan Tuna Foundation Is Officially Recognized

Official recognition was accorded recently by the Japanese government to the International Tuna Association, which is accepted by the government as a quasi official agency to study the American market for Japanese canned and frozen tuna, and to promote the sale of these commodities in that market.

With this accreditation, Tsunejiro Hiratsuka, who has served as provisional president, asked to be relieved in order to free him for the large responsibilities he is expected to shoulder as a member of the Japanese Section of the Soviet-Japanese Fisheries Commission.

Takechiyo Matsuda, a former cabinet minister, was elected president of the International Tuna Association, which has established offices in the Shinbashi Building, Minato-ku, Tokyo. Kenkichi Nakabe, president of Taiyo Gyogyo K. K., and Tomohachi Ueta of Shimizu Shokuhin K. K. were chosen vice presidents as representing the frozen and canned tuna interests respectively.

Harbor Grange Elects

The San Diego Harbor Grange met in December and elected officers for 1957 and outlined a tentative legislative program.

Officers elected to serve for 1957: Mary Barrett, *Huston,* master; Leon Cordileone, *Maria-Josette,* overseer; Mary Cordileone, lecturer; Clarence Hafer, *My-New-Sugar,* steward; Helb Melzer, assistant steward; Arleen Ritter, *Malhini,* chaplain; Esther Barnard, treasurer; Faith Stewart, *Danny-Boy,* secretary; Ethel Samson, Iva Prodanovich, Francis Zeluff, graces; Verna Melzer, lady assistant steward; Rod Stewart, *Danny-Boy,* gate keeper; M. D. Stewart, *Danny-Boy,* Howard Barnard, *Carolyn-B,* A. L. Barrett, *Huston,* executive committeemen.

Old San Carlos Plant At Monterey Burns

Fire destroyed the old San Carlos Canning Co. building in Monterey last month, and damaged a wall of the Peninsula Packing Co., adjoining.

The burned building, which had been emptied long ago of all fish processing machinery, was occupied by National Automotive Fibres, Inc.

"New Home II" Sinks

Purse seiner *New Home II,* sank about five miles off Oceanside, Southern California in December. Owner Nick Mardesich and his crew of nine were taken aboard the *Santa Lucia.*

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SAN DIEGO BITE-SIZE ITEMS

• SPICEWOOD, tuna freezer ship operated by Westgate from South America, is reported sold to Japan. . . . *United States,* the latest of National Steel's series of steel tunaboats, was launched early in December. . . . National Marine Terminal is the managing owner. . . . Westgate-California was closed down for overhaul the latter part of November. . . . *Elena* was recently at National Steel for repair of fire damage. . . . National Steel also had the *Lusitania, Picaroto, Kitty Hawk, White Sea, Concho* and the *Spencer Baird* in the yard in November. . . . *Renown* has a new raised deck, the planking of which was treated with 18 gallons of PRC compound. . . . The *Renown* also had a bottom paint job of Triple C.

SHEPHERD MARINE recently supplied a "Cat" D-342 to Guaymas, for the boat, fishing shrimp, owned by Carfirio Hernandes Sandabal. . . . this propulsion unit was equipped with a 2:1 Western Gear Seamaster. . . . Shepherd also supplied the Albacore boat, *Renown,* owned by Tony Zarcos with a WC 2 C Hallett auxiliary. . . . Harbor Boat & Yacht in late November has had these tuna boats in the yard, with full loads: *West Coast, Julia B, Helen S, Cape Beverly, Gem of the Sea,* and the *Historic. . . . Gem of the Sea received* a new condenser. . . . At Harbor Boat, the *Westpoint* had four wells re-coiled and wells and shaft alley were given application of Dimitcote. . . . *Virginia R* has had an overhaul of her main and auxiliary. . . . Shepherd Marine has installed a 32-volt Freeman Automatic Pilot in the *Balboa.*

KETTENBURG BOAT WORKS had these fishing boats in the yard in late November: *Sea Foam, Guiseppina, Lurlyn,* and the *Italy. . . . Belle of Portugal* has a new 18-foot plywood tender, with a 150-hp. Graymarine engine . . . and the *Lusitania* has a 17-footer, with a 100-hp. Lathrop engine. . . . Shepherd Marine has installed a 32-volt Freeman Pilot in the *Kobert K,* owned by Robert K. Smith, reports Roger Sloan of Shepherd.

FRANK CHALUPNIK, Shepherd Marine, and Dan Palmiter of the East Los Angeles office of Shepherd, recently returned from a business trip in the Southwest part of the country. . . . *Anomar,* formerly of Santa Barbara, and now moored at the Sun Harbor Marina, San Diego, has been powered with a "Cat" D-4600. . . . An anode magnesium system for prevention of electrolysis has been engineered for the *American Boy, Cabrillo, Westpoint,* and *Espirito Santa.* . . . A. L. Woods' *Apache* has a new DR-14 Bendix recorder, supplied by Shepherd Marine. . . . *My New Sugar,* Clarence Hofer, has a 12-volt Freeman Pilot now. . . . Cannery Workers and Fishermen's Union of San Diego have asked Superior Court, San Diego, for an injunction against owners of the *Mary S,* and has sued the owners for $10,000 damages. The president of the Union has charged that the *Mary S* added two non-residents of the United States to its crew two to three days after leaving on a fishing trip last summer . . . violation of contract is claimed.

* * *

The many friends of **Miss Margaret McCarthy,** for the past 33 years secretary at Hovden Food Products Co., Monterey, will be saddened to learn of her death after a long illness.

She leaves two sisters, Mrs. Grace Bevans, for many years secretary of the Monterey Purse Seiners Association, and Mrs. Bixey, Los Angeles.

Fire and Foundering Take Two Seiners

Two more fishing boats from the Southern California fleet were lost in the past several weeks, one by sinking—*Seaking,* 86-footer, owned by John Cvitanick of San Pedro. Formerly owned by Tom Mason and built in Tacoma, she sank off Santa Monica while fishing sardines. Her crew was rescued by the *Courageous* and a Coast Guard cutter and a commercial tug also came to aid in the rescue. The boat's net was taken aboard the *Courageous.*

The second boat lost to the purse seine fleet is the *American Boy,* which burned, according to early reports, to the water line not far from the Malibu pier. Krist Gradis and his crew of 11 were taken aboard the *Progress,* whose skipper is Frank Foretich. In this case, it was reported the net was lost.

Report on the fire by the skipper indicated that the fire broke out in the engine room about 9:30 in the evening. It was apparently extinguished and fishing resumed, but at about three in the morning, the fire broke again, a flash fire, and spread rapidly.

Already lost to the Southern California fleet in 1956 are tuna clippers *Sunset, Sun Dial, Defiance, Explorer, Victory* and *Hornet.*

Monterey Dragger Ships Synthetic Fiber Trawl

Angelina, Monterey dragger owned by D. Favolora, has been equipped with a Nyak synthetic fiber net manufactured by Adams Division, The Linen Thread Co., and sold by A. D'Acquisto & Sons, Monterey.

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Marine Lines for 1957 Will Be Intriguing for Fishermen

• Commercial fishermen will find many improvements in the 1957 lines of engines and equipment being introduced by manufacturers.

This is **Pacific Fisherman's** conclusion as result of the peeks it has been privileged to have at some of these items in advance of their unveiling generally at the New York Boat Show.

Of course, some of the eye-catchers were shown at the Seattle National Boat Show in November, which some manufacturers use as a pre-display testing of consumer reaction for taking their offerings to Manhattan.

Advance press releases promise development of unusual importance for fishermen in every field from the outboard dory to the steel tuna clipper. From them we have gleaned a few advance tips on what's new for '57.

Universal Adds 100-Hp. Unit To Its Aqua-Pak Motor Line

• Highlighting Universal Motor's marine news for 1957 is the January unveiling of the 100-hp. unit in its Aqua-Pak series, which now has four members, 25, 65, 100 and 145 hp.

This engine is expected to be of special interest to bow-picker gillnet boats, for its V-drive feature permits it to be packed into the stern of the craft, leaving the forward portion free for the fish locker and net flat. This will be good news for the gillnet gang, for the 100-hp. unit fits right into the requirement.

Cutless Rubber Bearings Find Special Gillnet Application

• Everlasting emphasis sells goods, if they're good, and this year B. F. Goodrich rubber stern bearings, nationally distributed by Lucian Q. Moffitt, Inc., are being shown for the 33rd consecutive time in the National Boat Show.

These bearings are virtually standard equipment for the Pacific Coast gillnet fishermen, whose business takes them into shallow water, with its usual load of mud and grit. That's where Cutless bearings really win their way, for they'll take even gillnet service without failure or even damage.

Radiomarine Features Instruments Of Special Use to Fishermen

• Preview of the Communications Products Department revelations which this element of Radio Corporation of America will make at the National Boat Shows this month interests **Pacific Fisherman** because they will also be of interest to Pacific fishermen.

Featured among the various items will be electronic fish-finders; new depth sounders, including recorders; an improved radiotelephone for large fishing craft; a direction finder which speeds-up bearings; a 6-channel VRF radiophone; and radar and loran within the range of fishermen.

Pettit Paints Find Fishermen Receptive to Color Ideas

• Fishing vessels traditionally are painted white, unless they're black, but Pettit Paint Co., which keeps closely in touch with the tastes as well as the technical requirements of the fishing fleet, has found that fishermen like the Pettit line because its paints are colorful as well as competent.

The Seattle and New York Boat Shows prove the interest of fishermen in color, and you can look for more chromatic craft on the banks in the future, many of them wearing Pettit paint.

Fathometers for Fishermen Featured by Raytheon

• Raytheon Manufacturing Co. exhibits at the nation's boat shows to a remarkable degree feature instruments specially applicable to fishing craft and the fisherman's problems of finding fish and catching them.

The company emphasizes this fact in its own promotion and points in particular to Model 1371 Fathometer, which has dual range from 0 to 400′ and from 0 to 200 fathoms, with chart speeds of 12 and 30″ per hour. That'll give you a look at what's beneath your keel.

Another model with special adaptability to deep trawling has similar dual range and chart speed, but reached down to 600 fathoms.

Yet another Fathometer is cited as specially useful to fishermen in shallow water work. It's a compact, low-priced unit sounding from 2 to 120′, and particularly favored for use on bait skiffs in the tuna industry.

Chrysler Engines' Dependability Commands Interest of Fishermen

• Study of the comments of fishermen at the Chrysler booth at boat shows builds the conviction that they are keenly interested in the long record of dependability behind the line. The long days and nights of slugging, slogging, troll-speed fishing which Chryslers deliver aboard hundreds of Pacific fishing craft have won a host of advocates who find new interest in the news that the 1957 Chrysler line again will feature this kind of dependability, plus added power.

Reduction gears are available for Chryslers in a remarkable range, in which the optimum rpm. at the wheel can be found for any form of fishing and any type and size of hull. Here's a point with special significance to the fisherman.

Bludworth Instruments Serving Fishermen in Many Fields

• Fisherman interest in instrumentation which will add to the effectiveness of man and boat is recognized by Bludworth Marine in its 1957 Boat Show disclosures which feature with special emphasis such units as scanners, sounders, direction finders, and even underwater television.

This submarine TV is a little advanced for the working fisherman, so far as installation on a fishing vessel is concerned, but never a fisherman at a show where it is being displayed but will be keenly interested by this device, which discovers today the answers he will be applying to his problems tomorrow.

Underwater TV is being applied by scientists to study of the action of trawl nets in actual fishing, the paths taken by fish in entering traps and rounding points.

A generation ago the echo-sounder seemed as remote from practical application to commercial fishing as submarine TV may appear today.

Snow-Nabstedt Marine Gears Carry Fishing's Heavy Loads

• A fisherman's gears must not fail, and the S-N and Joes gears produced by Snow-Nabstedt Gear Corporation and displayed by them at the national boat show this month sustain to the full the long-time reputation of these lines for sturdiness with compactness, and the ability to carry any load which the most exacting demands of fishing can put upon them.

This is particularly true of the S-N 3900 series of reverse-reduction gears particularly emphasized in the 1957 showings.

International Paint Puts Experts At Service of Fishermen

• International Paint Co. backs its products with expert counsel, and this fact features its current approach to paint sales, as manifest at the New York Boat Show this month. Fishermen who have painting problems will find International experts ready to discuss them and study them—whether it be at the Boat Show or through the company's dealers or correspondence.

This is true also of the company's bottom paints as well as its famous Interlux line.

Additions to "Jimmy" Diesel Line Reach Full Fish Boat Range

• General Motors' Detroit diesel line additions disclosed this month reveal that these diesels known affectionately to fishermen as "Jimmies" are available in size and power range for any fishing vessel from a Sacramento River gillnetter up to a big off-shore sardine or herring seiner.

The G.M. line was long before, but the new units fill it out in spots of real interest to fishermen. Notable among these introduced at the 1957 shows are two new Turbopower engines in the "71" series. These are a 6-cyl. vertical and a 4-cyl. inclined diesel of 271 and 197 hp.

For somewhat smaller boats there are two new three- and four-cylinder motors with aluminum blocks. The smallest goes down to 87 hp. for small trollers and large gillnetters or crab boats.

New White Automatic Pilot Featured for Fishing Craft

• A low-cost, compact, effective automatic pilot features the current Boat Show disclosures of Wilfred O. White & Sons, Inc. This is the Mark II White, which appears to offer an answer to the automatic pilot needs of many fishermen. Backed with the White reputation for dependability, the lone troller can put his craft on the Mark II with confidence while he picks up a couple of winks, or dresses his fish and gets them into ice.

Moreover, current demand is low, either 12 or 32 volts; and he can take a remote controller with him into the fishing cockpit while he's working fish.

Sperry Services Clipper's Gear in Puerto Rico

Dexter Hayhurst of the San Diego office of the Sperry Gyroscope company flew recently to Van Camp's cannery at Puerto Rico from San Diego to service the Sperry equipment on the tuna clipper **White Star**. Johnny Tasso is skipper. Wm. I. Selover emphasizes that this is the kind of service which Sperry is prepared to offer the vessels equipped with Sperry units.

New General Manager for Western-Waxide Division

David J. Benjamin has been named general manager of the Western-Waxide Specialty Packaging Division of Crown Zellerbach Corporation, succeeeding J. E. Crosby, who died recently.

Mr. Benjamin was formerly president of the Waxide Paper Company in Kansas City, which was acquired by Crown Zellerbach Corporation last January. He will have operating responsibilities over the Western-Waxide division's five plants in San Leandro (headquarters), Los Angeles, North Portland, Kansas City and St. Louis. The division makes and sells a wide range of specialty packaging papers, such as frozen food wraps, for the national market.

Union Diesel Powers Newest Ferry on San Francisco Bay

The many California fishermen whose vessels are powered with Union diesel engines will hear a familiar power note in the pulsing of the new ferry **Carquinez** when they encounter her on the Martinez-Benicia run across the Strait of Carquinez.

This steel ferry, the first to be built for service on San Francisco Bay since 1927, is powered with a 1,000-hp. Union diesel engine. The vessel has extraordinary maneuverability, due to the flexible power of her diesel and the carefully engineered system of controls provided her by West-

inghouse Air Brake Co. pneumatic controls and the Sperry electric - hydraulic steering gear. She carries two Caterpillar generating sets and a Raytheon Pathfinder radar.

Her engine has eight cylinders, 12″ bore and 15″ stroke, turning at 485 rpm. There are two propellors, both by Doran.

The engine closely resembles many of those installed in Pacific tuna clippers and larger fishing craft.

Outdoor Writer Advances With Johnson Motors

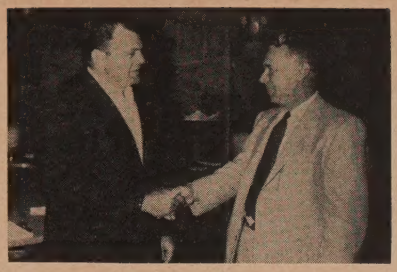
Don Cullimore, head of Johnson Motors' public relations since establishment of the department in early 1952, has left that firm to take a newly created executive post with Peterson Brothers, Inc., and E. L. (Buck) Rogers has succeeded him as Johnson public relations director.

Rogers is a well known outdoor writer who joined the Johnson public relations staff as assistant director in mid-1952. Under the leadership of Cullimore and Rogers, Johnson has developed an extensive publicity-public relations program in the newspaper, magazine, radio, television and motion picture fields.

Admiral Wynkoop Commands National Propeller Club

Rear Admiral Thomas P. Wynkoop, Jr., U.S.N. (ret.), Vice President, Commercial Marine Distribution, Radio Corporation of America, was elected President of The Propeller Club of the United States at the organization's annual convention in New York.

Admiral Wynkoop, who is widely known in fisheries and marine circles of the Pacific Coast, joined RCA in 1949 upon his retirement from the Navy where his assignments included eight years in the Navy Department in Washington, and duty in some of the Navy's largest shipyards. He had served as President of Radiomarine Corporation of America until that RCA subsidiary was merged into the parent company recently.



Dealership contract for Los Angeles county was the occasion for this handshake between Dave Sirata, partner in John Pope Marine Service, Wilmington, and Mike J. Yost, regional sales manager of Chrysler Marine & Industrial Engine Corporation.

GM Turbopower Diesels Described

A well-illustrated brochure describing General Motors Turbopower Diesels has been issued by the Detroit Diesel Engine Division.

Specifications of marine models ranging from 159 to 300 brake horsepower are described along with features of design and performance data.

Copies may be obtained from Detroit Diesel distributors and dealers or by writing Detroit Diesel Engine Division, General Motors Corporation, Detroit 28, Michigan.

New Caterpillar Booklet

"Caterpillar Marine Engines" is the name of a 16-page booklet recently published by Caterpillar Tractor Co. The booklet explains the design features of the company's diesel engines that make them adaptable to a wide variety of marine applications.

A large cutaway picture of the Caterpillar marine gear is used to point up the features of this important component of a marine power unit. Of special interest is the description of Caterpillar's exclusive trolling device, which allows adjustment of marine gear output from 0 to 7 hp at 850 R.P.M.

The booklet, Form DE640 may be obtained from any Caterpillar dealer, or by contacting Caterpillar Tractor Co., Peoria, Illinois.

Bendix Radar's Rescue Applications Emphasized

Featured recently in national magazines was Bendix Pacific Division's radar unit installed in a Coast Guard rescue craft.

Bendix-Pacific Beacon, which is now being published after an absence of 11 years, reports that this Model MR-3B, compact and inexpensive set can be easily installed on commercial or pleasure craft, and during periods of poor visibility will provide a pilot with a "view" on all sides from 40 yards to 20 miles.

Standard Steel Corporation Buys Mid-West Factory

Standard Steel Corp. of Los Angeles has purchased the Leader Iron Works of Decatur, Ill., a transaction that gives Standard a mid-west factory.

Robert S. Burns is president of Standard Steel, and is a co-owner with Wendell H. Kinney and Roland T. Kinney, Los Angeles.

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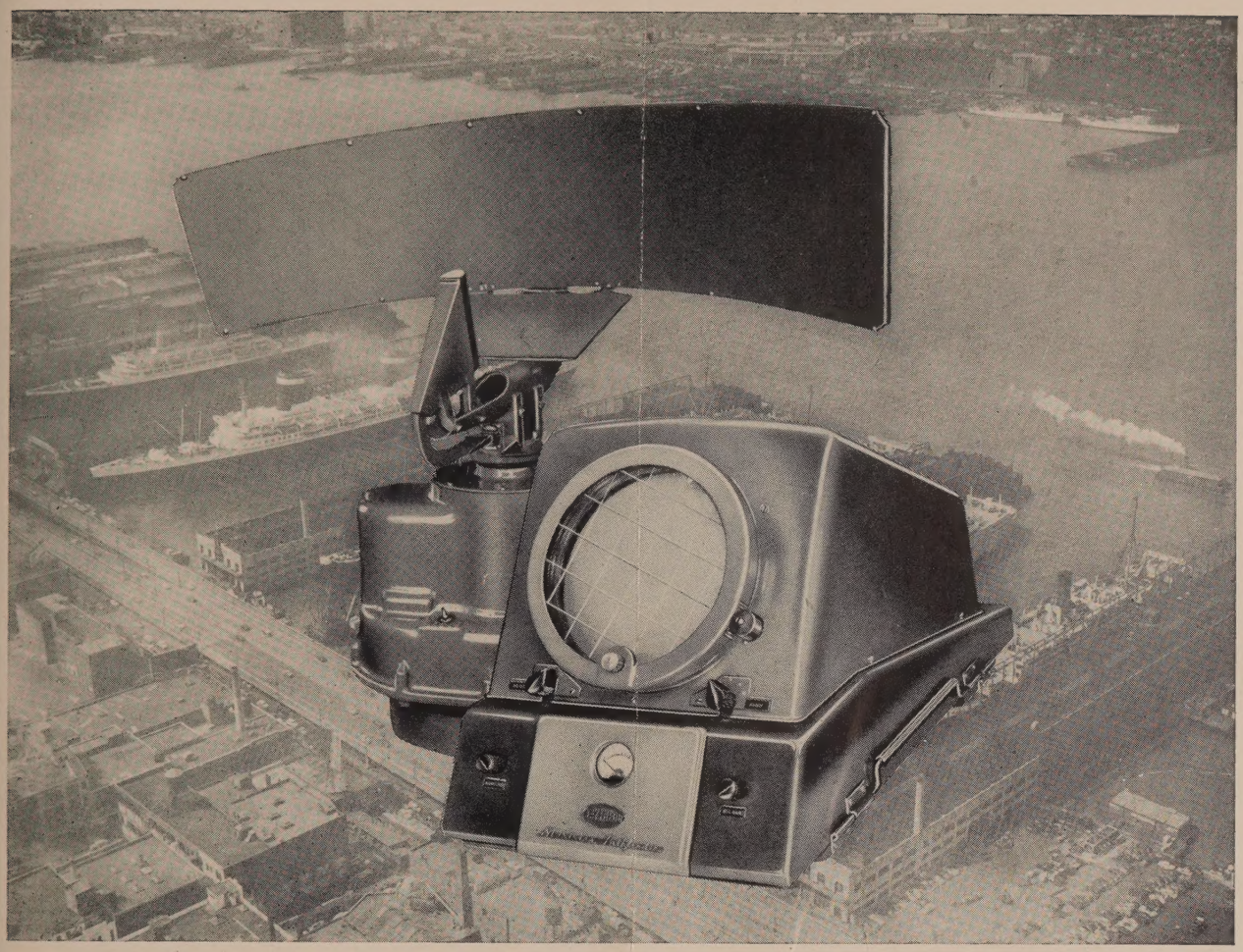

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HERE IS THE PROOF

Federal Communications Commission ship radar authorizations June 1954 to June 1956 are actual proof that 54% of all radars in the $4000 price class installed during this period are Raytheon Mariners Pathfinder Model 1500 radar!

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The sharpest, clearest, most detailed scope presentation of any radar in its class is offered by Raytheon Model 1500 radar. Ranges of 1, 2, 4, 8, 16, 32 miles with minimum of 50 yards; easy operation and a large 10″ scope make piloting simpler, quicker, more accurate. Commercial vessels save time and earn more money with Raytheon radar.

LOWER COST

With Raytheon radar you get these *built-in* features – reflection plotter, tune-test meter, cursor; plus spare parts—all at no extra expense. It costs far less to install, too, because there are only two compact units with three interconnecting cables. The Indicator can be mounted three ways – overhead, bulkhead, shelf.

OUTSTANDING DURABILITY

Experienced seamen know that Raytheon Model 1500 is built by the world's largest manufacturer of marine radar—over 25,000 units produced. With this background, Raytheon *knows* how to make radar last longest. Raytheon radars installed *ten years* ago are still operating efficiently – proof of reliability and long life.

If you would like to learn more about the radar that outsells all others, contact your nearest Raytheon office or write Dept. 6120 for full details.

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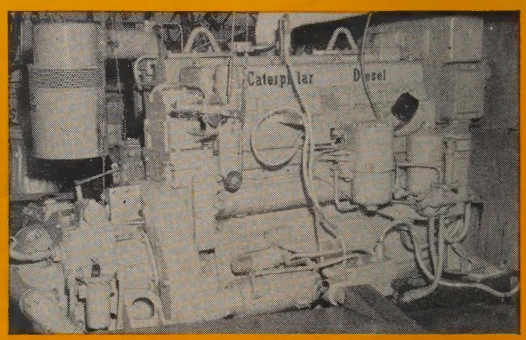

The *Sport King* is a 65-foot sports fishing boat owned by Norman Hagen, of Santa Barbara, California. With 22-foot beam and 6-foot draft, she can carry as many as 85 people in a party. And driving her twin screws with steady, dependable power are two CAT* D337 Marine Diesels.

Says Mr. Hagen: "We bought Cat Engines because of previous good experience with them. These D337s perform like engines should; they're always ready to go, and have quick pickup. They're doing the same work that 3 engines of another make did previously, and on ⅓ less fuel. Our dealer service is tops."

One of the things that sells Caterpillar Marine Engines and *keeps* them sold is their dependability. The minute *you're* ready to go, they are. Whether you're in commercial or sports fishing, that factor of dependability can make a big difference—the difference between profit and loss.

Caterpillar's rugged 4-cycle engine design has a lot to do with it. There are no cylinder ports or air boxes to clean. The fuel injection system is simple and foul-proof. And the engine operates with a minimum of attention.

You know, too, that you can get prompt, reliable dockside service at all principal ports, and Caterpillar parts you can trust are always available.

If you'd like to spend more time fishing instead of tinkering with your power plant, talk to your Caterpillar Dealer. He has a complete line of engines in sizes up to 650 HP (maximum output capacity). Call him today!

Caterpillar Tractor Co., San Francisco, Calif.; Peoria, Ill., U. S. A.

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